

# MANUFACTURERS' RECORD

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## Manufacturers' Record.

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BALTIMORE, JANUARY 28, 1909.

## BUSINESS BODIES THAT DO BUSINESS.

From the day of its organization it has been apparent that the West Virginia Board of Trade, R. B. Naylor, secretary, is a body of business men bent upon business for their State. The latest evidence of that is the appearance of the first number of its Legislative Bulletin, to be published weekly during the session of the State Legislature. The board will maintain an office at the State capital, and from it will issue every Saturday in time to reach all members by Monday the Bulletin designed to keep members of the board fully informed of the status of various measures affecting the business interests of the State. This information will enable the business men to advise promptly with members of the Legislature or with legislative committees on bills in which they may be vitally interested. The MANUFACTURERS' RECORD believes this is a novelty in the practice of business organizations, but it is one that should commend itself to all such bodies. If business men would give the attention that they should to legislative proceedings, if they would let legislators know that their actions were being closely and directly followed, and if they should make their influence to be felt against injurious measures, the country would be saved from many vital mistakes in legislation. The surest method of procedure seems to be that embodied in the legislative bulletin of the West Virginia Board of Trade, and the outcome of what is largely an experiment in this field will be awaited with interest.

## DANGER FOR SHIPPERS IN INTERSTATE COMMERCE.

The MANUFACTURERS' RECORD advises its readers whenever they desire to make an interstate shipment of anything, whether it be a small package by express or a trainload of stuff by freight, to inquire of the Interstate Commerce Commission what is the true rate and whether it has been duly filed with the Interstate Commerce Commission. Otherwise any shipment made is liable to be at a wrong rate, and the word of the express or railroad agent is not good in law.

The MANUFACTURERS' RECORD is giving this advice based on a specific case in its own business. A few weeks ago we received by wire an order for 1000 copies of the MANUFACTURERS' RECORD to be shipped to New Orleans. We asked the express company for the rate, which was quoted at one cent per pound. At this price the cost would have been about \$20. The rate was accepted and the package shipped on the basis of that rate. Nearly a week later we received a letter from the express company stating that an error had been made, and that, instead of quoting us one cent per pound, we should have been quoted \$4.10 per 100 pounds, making the bill \$105, resulting in an actual loss on the shipment. It mattered not that the express company had quoted the rate and accepted the shipment on that basis; it was able in defense of its claim for the higher rate to quote a ruling of the Interstate Commerce Commission, as follows:

When shippers largely rely upon the rates quoted by freight agents and billing clerks, the law charges them with knowledge of lawful rates, and they will not be heard before this Commission to claim benefit of a lower than the lawful rate on the ground that some railroad clerk made a mistake in quoting a lower rate for a particular shipment.

Under such a law railroads and express companies are freed from all possible responsibility for inefficient clerks, or for making mistakes. If their clerks or agents quote a rate under which goods are shipped and the express company or the railroad company discovers afterwards that their agent made a mistake, the loss does not fall on them, but on the unfortunate shipper. Under such a law no man is safe in shipping a bill of goods of any kind, whether it be a piece of household furniture, a basket of fruit, a car of grain or cotton, or anything else, unless he has first asked the Interstate Commerce Commission whether the rate quoted is correct and whether it has been filed with the commission. There is no other way of safety. The man who makes a mistake in not doing this may later on find it out to his very serious cost. Such a course of action on the part of every man in the country who intends to ship anything by express or freight may be a little troublesome to the Interstate Commerce Commission and may necessitate an increase of a few thousand clerks in replying to letters, but so long as such a law stands no other policy can be safely

pursued. It matters not that the law is intended to prevent rebates or special rates by permitting shippers to impute negligence to the carriers in quoting rates. When the carrier has made a mistake common sense ought to throw the burden of that mistake upon the carrier and not upon the innocent shipper. Carried to its logical conclusion, it would practically be impossible to do any business, for no man could hand a package to an express company and accept its rate and feel safe until he had first inquired of the Interstate Commerce Commission. Nor could any man make a shipment of any kind, or any size, by railroad without doing the same. The shipper who trusts to chance, and believes that the railroad over which he is shipping has complied with the law and is giving him the correct rate, had better be a little careful to get official confirmation from the Interstate Commerce Commission.

## THE TARIFF SHOE ON THE OTHER FOOT.

The New England Shoe and Leather Association, though unwilling to see any reduction in the duty on shoes, does want free hides, and evidently wants them very badly. At the meeting of the association in Boston last week the report of the secretary said:

Literature setting forth reasons why the duty should be removed is now being prepared by the association, and the same will be distributed in large quantities.

A strong organization has been created in the West, embodying the leading tanners and shoe manufacturers of the United States, whose sole purpose will be to prepare and distribute literature and make every possible effort to have the duty taken off hides.

This work should not, however, be left entirely to the associations and organizations, but every tanner, shoe manufacturer, wholesaler and retailer should make it an individual matter and do what he can to influence his Senator and Congressman, as well as create public sentiment against the duty.

The New England shoe people, with the energy of all New England people in going after the thing they want and going after it vigorously, are determined to do all in their power to impress upon the country their demand for duty-free hides. Not only is the association going to distribute literature broadcast throughout the land, but every individual manufacturer and dealer, whether wholesaler or retailer, in shoes is expected to do the same thing, and to use his influence upon the members of the Senate and House in order to create public sentiment against a duty on hides.

The MANUFACTURERS' RECORD urges upon the thought of the people of the country the spirit which animates the New England Shoe and Leather Association. In order to increase their profits the members want free hides, regardless of whether free hides hurt the producer of hides or not. A great many other people, some in New England and some in other sections, want free coal, and free ore, and free lumber, and a whole lot of things free that are produced in the South, but they are equally as much in earnest in retaining the duty

upon their finished products, of which the South is a large buyer. According to their view of things, why should the man who invests his capital and employs labor in digging the iron ore out of the ground, or opening a coal mine, or manufacturing pig iron, or producing lumber, and why should the labor thus employed be protected? "These are our raw materials," say people of this kind, "and we want them free. If pressed right hard, we might admit that it is unadulterated selfishness; that it shows that we are not willing to give to others the benefits that we claim. It proves that we do not believe in protection as a principle, but simply want protection so far as it protects us at the expense of the man who produces the material which enters into the making of our product."

That is the game not only of the shoe manufacturers of New England, but of many other people throughout this country. Having shared in the abounding prosperity which protection has brought to the people of the whole country—to the farmers, the merchants, the manufacturers, the day laborers and the mechanics alike—they now want to increase their own profits by using the present cry for a revision of the tariff as a means of bringing about a cheaper price for the things that they buy and retain a full duty on the things they sell.

And the South sits down and does nothing.

What, for instance, are its ironmakers and coal-miners and ore-producers and lumber people doing along the line of the report as to what the New England shoe manufacturers are doing in vigorously presenting their side of the case to the people of the whole country? So little as to be without value. The iron people of Birmingham recognize the danger of the situation; the lumber people and the coal people see that the outlook is against them, and so they pass formal resolutions and stop there. They are making so little effort to save the situation that the public is rather inclined to think that they are not interested in it.

## SOLID-SOUTH NONSENSE.

In the *North American Review* of New York, which for several years has been in the habit of publishing now and then poor political advice to the South, Doctor Hannis Taylor, formerly of North Carolina and Alabama and now of Washington, D. C., discusses "The Solid South as a National Calamity." He seems to think that the South is in an "attitude that isolates her politically from the rest of the Union," and he declares that the time has arrived "for the South to emancipate herself from the deadly one-party system which, while excluding her from communion with the rest of the Union, at the same time strangles the political genius which was once the basis of her power." He says that "the Solid South

has ceased to be of any value to anybody."

These extracts seem to indicate that Dr. Hannis Taylor is hardly in close touch with events in the South today. Else what does he mean by writing of the South as isolated "politically from the rest of the Union" and of the arrival of the time "for the South to emancipate herself from the deadly one-party system," which excludes "her from communion with the rest of the Union," when the figures of the latest national election and other facts show that there is no such isolation and no such exclusion from communion? For instance, the State of Doctor Hannis Taylor's nativity, North Carolina, cast last November 136,927 votes for the Presidential candidate of the Democratic party and 114,084 votes for the candidate of the Republican party, and the State of his temporary adoption, Alabama, cast 74,374 votes for the former and 25,305 votes for the latter. The 14 Southern States, one of which has cast its electoral vote for the candidate of the Republican party and one has divided its electoral vote, cast 1,499,080 votes for the candidate of the Democratic party and 992,411 votes for the candidate of the Republican party. Of the total popular vote cast in the South the Democratic candidate received but 58.5 per cent. If Doctor Hannis Taylor calls that isolation and exclusion from communion, what does he think of New England, where, of the total popular vote, the Republican candidate received 69 per cent. and where his total vote was 582,406, while the total vote of his main competitor was 329,058? Again, the proportion of Democratic Congressmen from New England to the total number of Congressmen from that section is only slightly greater than the proportion of Republican Congressmen from the South to the total number of Congressmen from that section.

As a matter of fact, the Solid South has ceased to be, long since, but Doctor Hannis Taylor is mistaken in his belief that "the Solid South has ceased to be of any value to anybody." If the ghost known as "the Solid South" could not be galvanized for the delectation and diversion from serious thought of good-natured thinkers, what would become of promoters of the schemes involved in "Southern Negro Commissions," "Southern Educational Conferences," "Southern Immigration, Industrial or Commercial Congresses, Parliaments or Conventions," and, indeed, "Southern Architectural Monuments" at Washington, D. C., to say nothing of essays, orations and editorials based upon the presumption that the ghost of "the Solid South" is a reality?

As long as any number of men can be found in the South giving warrant to such ghost dances, so long will the uninformed believe that the South is solid in good nature.

#### NOT TOO LATE TO HAVE CONSTITUTIONALISM IN GOVERNMENT.

Why is the forum crowded? Why at this eleventh hour of an era of Government without the Constitution is the Senatorial toga waved before the eyes of the populace as an agnis of constitutionalism? The situation at Washington should surprise no man of intelligence. It is no product of yesterday. It was pictured in advance nearly four years ago by the MANUFACTURERS' RECORD. The warning then uttered is worth repeating. In its issue of December 7, 1905, at a time when courage could urge

and take effective action, the MANUFACTURERS' RECORD said:

The wonderful development of this country in recent years, marked by radical changes in methods and manners in industry and commerce and a natural broadening and widening of views as to the proper policy in administration, has been accompanied by an easily explainable but by no means irreparable shifting of the political instincts of many of the people, menacing the permanency of the spirit of our institutions. In opportunism dwarfing devotion to fundamentals and in the success which begets carelessness for principles has been the occasion for disturbance of the balance of the three great branches of the Federal Government—the legislative, the administrative and the judicial—in which lies the guarantee of the republic's substantial and safe growth.

Consciously or subconsciously, the final peaceful resort for the orderly settlement of vital issues, the United States Supreme Court, has lost much of its power to gauge and to control American governmental tendencies by constitutional rule, and has assumed, notably in two or three cases, the character of an extra legislative body, irresponsible to the people as a whole, but not always entirely unresponsive to what may appear to be the public opinion of the moment.

Wittingly or by force of circumstances, not entirely spontaneous, the Executive has widened the borders of its phylacteries, personal and political, and with or without the legal consent of the Congress has through bureaus or commissions, some of them without justification in law, built up an influence for itself that makes effective appeals to the selfish interests or the unthinking impulses of the masses, and tends to reduce to a minimum the prerogatives of the Congress and its ability to be truly representative of the people.

The Congress has contributed no little to this situation, largely through a failure to maintain the intended well-balanced co-ordination of its two branches, with the effect that legislation, affecting for good or ill mighty interests and a vast population, has too often been a compromise, always dangerous, or a hasty, ill-considered response to what seemed to be a popular demand.

Effects of granting practically unlimited power over the purse of the people in the preliminaries to the war with Spain and of granting like power added to unrestrained dominance of administrative machinery in the case of Panama ought to be sufficient warning against giving any further color than that which already exists for the exercise of centralized power over the domestic concerns of the people.

The utter disregard of solemnly announced limitations of purpose in the war against Spain, the apparent inextricable disorderliness of the administrative, financial and engineering personally-conducted affairs at Panama, and the backing and filling in the attempts with existing machinery, specially made, to handle from Washington the railroad and other corporations of the country, are enough to convert every patriot in the Congress from a politician into a statesman and to bring a pause to present inclinations, no matter how lofty their intent or how vociferous they may be supported by public sentiment which has been captivated through other and entirely unrelated approaches.

In the pause the Congress will discover among the people those who are not content to measure public morality and statesmanship by mere material results, who know that the mistakes in administration and legislation of today are the woeful debts that must be paid tomorrow, and who perceive in many of the honestly-invented novelties advocated as a means for settling, through legislation, the great questions of this age of wholesaleism, greater vagrancy from the conservative and equitable principles that should control a people and a further confusion of ideas about government menacing the peace and prosperity of the individual and threatening to destroy even the form of constitutionalism.

In the pause the Congress may well ask, If the National Government is to control the railroads, why stop at that? Why not have the National Government control the steamboat and steamship lines, the street-railway lines, the great manufacturing and commercial corporations; in fact, why not confiscate outright to use as an irresistible power over the people all such tangible embodiments of the accumulations of the energies of the people of the whole country? It may, too, well ask, If the National Government is to assume supervision of the great insurance companies of the country, why not make it absolute control at once, and extend that control to the savings of the people in

banks and other financial institutions and to the processes which make such savings possible, the raising and the marketing of all the crops of the country? Why not, in fact, place the individual absolutely at the mercy of the few who may at any time possess the machinery of Government?

In all great undertakings in this country there are ills, some flagrant and some hardly noticeable. They are the ills rooted in the fact that the people of the United States are human beings and as individuals or in corporations are bound to manifest the failings of human nature. The effects of such failings, however, can be limited. The remedy for them lies not in the assertion of might because that is possible, not in adding to the power of one branch of the Government at the expense of others, not in the creation of tribunals that will make a mockery of elements of American law and human justice, not in piling Ossa upon Pelion in the ratification by the Congress of legislation by the Executive, but in removing from the statute-books laws, enacted in hasty mistake, that have demonstrated their inefficiency, and, by a due respect and regard for the fundamental laws of the country, intended to guide it, in setting a much-needed example of reverence for law by individuals and corporations to the encouragement in the performance of their duty of all persons charged with the enforcement of the laws, from the most obscure prosecuting attorney to the President of the United States.

It therefore rests with the individual members of the Congress of the United States, in the fear of God and without fear of man, in devotion to duty and without dread of consequences to themselves, to determine whether this is to be a personal government through commissions not responsible to the people, and whether or not a government of the people, by the people and for the people is to perish from the earth.

The individual members of the present Congress hold, as the members of no other Congress have ever held, the future of this country in their keeping. The future of this country will judge them.

That warning was unheeded. We reiterated it in our issue of November 28, 1907, adding:

Two years of frenzy have passed since that was published. Who can fail to see that the woeful debts forecast are being paid? How long will it be before the country demands a return to reason in the conduct of public affairs?

Again we reiterate the warning, on the eve of another Congress, and we add:

"Let us not waste energy as to essentials in playing coroner over non-essentials."

#### "A SOUTHERN ARCHITECTURAL MONUMENT."

Two or three individuals, evidently regarding without justification the MANUFACTURERS' RECORD as lacking ordinary intelligence, insist upon our hugging to our bosom that dream-child, the million-dollar Architectural Monument of the South at Washington, begotten of the late Southern Commercial Congress. A specimen of this insistence appears in a letter to us from Washington under date of January 13, in which the following occurs:

You have no doubt heard of the recent purchase by the Southern Commercial Congress of a site in Washington upon which will be erected a building costing \$1,000,000, which will be used as the headquarters of this Congress.

I have definite assurances that the money has been secured, and there is no doubt that the plans will be consummated. The property was purchased for \$500,000 and paid for in cash.

One of the gentlemen interested in the movement has requested that I make an appointment with you to meet him and some other officials, in order that they might explain to you their purpose, and, if possible, enlist the co-operation of the MANUFACTURERS' RECORD. They are willing to give you the first complete statement of their purpose, which, if you desire, can be published.

We avoided this great opportunity. The MANUFACTURERS' RECORD is not in the habit of swallowing without mastication any stuff that may be thrown at it.

In the New Orleans Item of January

12 Mr. John M. Parker was quoted as to the purchase of the property, as follows:

We have merely an option on it. On Monday I received a telegram informing me that the Congress had obtained the option, but the deal has not been consummated, and will not be until the executive committee meets in Atlanta the latter part of this week.

The meeting was held at Atlanta, and an "official statement" of the ground covered included the assertions:

The recent action of the officers of the Congress in acquiring a location in Washington for its future home was unanimously confirmed.

For the site of the proposed building the Southern Commercial Congress has obtained the most magnificent location in Washington.

That was published in the Atlanta Constitution of January 16. In the same paper of January 17 was published the statement:

Results in the form of \$23,000 subscribed toward the Southern commercial building were announced last night by the executive committee of the Southern Commercial Congress at the close of its two days' session here. \* \* \* The names of the pioneer contributors who subscribed the first \$23,000 were announced.

If those who subscribed \$23,000 at Atlanta on January 15 and 16 were pioneer contributors to the million-dollar Architectural Monument of the South, what would the average business man make of the "official statement" that the location for the building had been acquired and its site had been obtained by officers of the congress or by the congress when the price of the site had previously been given as \$500,000? If the \$23,000 announced as pledged at Atlanta Jan. 15-16 from pioneer contributors, what was the intent of the announcements of \$300,000 as pledged at Washington on December 11 and the \$150,000 as pledged at New Orleans on December 17? There seems to be a mistake of some hundred thousand dollars somewhere.

The MANUFACTURERS' RECORD repeats what it said originally. We shall treat the undertaking just as we treat other building enterprises under Southern auspices just as soon as it approaches the degree of substantiality justifying serious consideration in our columns.

In the meantime we respectfully decline to indulge in the uneconomic exercise of chewing wind.

If matter supplied to Southern newspapers is to be relied upon, this Southern Architectural Monument looks to co-operation on the part of "business men" of Washington. What business men of that city will do when they have a business proposition presented to them in a business-like way was indicated at a meeting last Saturday to further a plan of some years' standing for the building of an auditorium. It was announced that an option for the site had been acquired. This site is not "the most magnificent location in Washington" obtained or acquired by the late Southern Commercial Congress or its officers. In fact, reports in the Washington papers of the Saturday meeting did not indicate that the business men present were aware that the late Southern Commercial Congress is preparing to provide Washington city with an auditorium, et cetera. But they were told that the entire capital stock of \$500,000 for the auditorium contemplated by them would have to be subscribed and that 10 per cent. of it would have to be paid in before the papers of incorporation could be obtained and actual operations started. Within a few minutes \$96,100 were subscribed by men whose names have a business sound.



## THE ELECTRICAL SHOW OF A THOUSAND STARS.

[Special Correspondence Manufacturers' Record.]

Chicago, Ill., January 23.

When the poet wrote the line so often sung, "The night has a thousand eyes," he had, in all probability, no conception of any future application of his beautiful rhetorical figure to a mere man-made creation. But the striking expression is recalled, and not incongruously, by the delightful spectacle afforded by the Chicago Electrical Show of 1909, which has for its attraction a "sky" studded with 1000 twinkling "stars."

As in former years, the exhibition is held in the Coliseum. It was opened on January 16, and will be continued until January 30. On entering the building, at the first upward glance, the impression is as though there was no roof, and that one was standing under the vault of heaven on a dark, clear, starlight night. The stars are irregularly placed, as in the actual firmament; some are comparatively bright, some are dim and apparently remote, some are blue-white, some seem to have a ruddy tinge, but more are yellowish-white; many "twinkle," that is, change in brightness at frequent intervals, without entirely going out.

The effect is obtained by covering the roof arches of the large building with very dark blue bunting, which is not itself seen, but which forms the background for the "stars," of which there are over 1000. The "stars" are two-candle-power incandescent carbon-filament lamps on sockets attached to cords so that they were easily placed irregularly through tiny holes in the bunting. The lamps were treated to produce the varying brilliancy and color, and the "twinkling" is done by individual thermostatic flashes. The illusion is excellent. It was the work of two electricians steadily engaged on the job for 14 days. For a task of this kind artistic sense as well as technical skill are required. The universal verdict is that a beautiful and striking effect has been secured.

The general illumination is planned not to conflict with the "sky." No arc lights are used for this purpose, tungsten incandescent lamps, with their beautiful white light, being relied upon exclusively. The lamps are placed on artistic posts and upon graceful arches over the aisles, producing charming vistas. The lamp-posts, arches and booth architecture are of uniform design and size, the colors being white and light pink throughout. The signs are also uniform in shape, with tasteful, subdued lettering. The whole effect is that of beauty, dignity and good taste, with the exception, perhaps, of a large ornamental fixture studded with white and colored incandescent lamps in the center of the hall. This has no visible support from earth or "sky," and might have been omitted to advantage. Mention should be made of two large sunbursts of delicate-tinted bunting at each end of the room. These were outlined on top by a line of tungstens, which was also continued clear around the hall above the gallery level.

The exhibits are worthy of their setting, and that is saying much. There are over 100 of them, and practically every type of electrical apparatus, unless of prohibitive size or weight, is shown. Many novelties are displayed, and every exhibit is meritorious and worthy of study; there are no "fakes." All are in the main hall except the naval display, which is found in the annex.

Acting in concert, the Navy Department of the Government and the Illinois Naval Reserve make an instructive exhibit. Its principal feature is a representation of the deck and bridge of a gunboat, the

"Electra." Here are displayed the various running lights of a warship, an 18-inch searchlight, electric-light semaphore for signaling, the Ardois signaling system, wireless telegraph and telephone apparatus, electric ammunition hoist, electric helm indicator, electric steering gear, engine-room telegraph, electric truck-light control and the like. The "ship," smoke-stack and all, is outlined in incandescent lights and carries nine Hotchkiss, Colt and Gatling rapid-fire and automatic guns. On one side of it is a fine model of the United States battleship Illinois, and on the other a regulation, fully equipped six-oared captain's gig. Lieut.-Com. E. T. Witherspoon, in charge of the exhibit, gave an interesting talk to the Electric Club of Chicago at the Coliseum on January 20. He said that the electrical equipment of a modern warship was quite as important as the guns or the steam-engineering equipment. On a first-class battleship the electrical plant costs from \$500,000 to \$600,000. Four dynamo-rooms are provided, with two generators in each, carefully located and protected, so important is it that the supply of electricity shall not be cut off during an engagement. For instance, the turrets are operated by electric motors. A turret, with its guns and mounting, may weigh 550,000 pounds. The guns themselves are loaded, elevated and depressed by electric power. These refinements in operation are partly responsible for the fact that the United States Navy has held the world's record for shooting with turret guns for the last three years. The ammunition, too, is entirely handled by electricity. Practically the entire battery is, so that if the electricity gave out the ship would be practically disabled. In the boiler-rooms 28 large motors are used for forced draft alone in the largest ships. Portable electric ventilators are used in the coal bunkers where needed to keep down the heat to avoid the danger of spontaneous combustion. There are other numerous and important uses of electricity on warships, as for wireless communication, lighting, signaling, searchlights, telephoning (on a big battleship nowadays if you want to find anybody you call up central), call-bell systems, fire-alarm, water-alarm, ventilating systems and the like. It will be seen that the importance of the use of electricity can hardly be exaggerated.

In closing, Commander Witherspoon interested his hearers greatly by saying that heretofore nineteen-twentieths of the electrical contracts for the navy had been placed in the East, but the Navy Department is anxious to divide the contracts between the East and the West. Few electrical manufacturers in the West have gone in for naval work, but there is no reason why they should not do so. One reason actuating the Government in making the naval exhibit in Chicago was to interest the electrical business men of the West in the navy as a possible customer. To illustrate the great size of some of the new battleships, the speaker made the striking assertion that it would take two trainloads of coal to fill the bunkers of the Delaware. Each train would consist of 45 cars, carrying 50,000 pounds each.

The largest exhibit in the main hall, and one which is very popular with visitors, judging by the number of people constantly surrounding it, is that of the Commonwealth Edison Company of Chicago. In co-operation with a number of its power customers, the central-station company demonstrates a number of interesting applications of electric power in factories and industrial establishments. All machinery is shown in operation, and most

of it is of a character seldom exhibited in public.

In metal-working there is a friction saw, a Lennox rotary bevel shear and a two-gag vertical punch. These are shown by Joseph T. Ryerson & Son of Chicago, and are driven by individual motors, which is, indeed, the case with all other machines in the entire exhibit wherever practicable. The saw will cut a 15-inch I-beam in 28 seconds, and whenever it is in operation everybody in the Coliseum knows it. McDowell, Stocker & Co. of Chicago contributed two Perkins punch presses for making small articles of sheet metal and a rivet-spinning machine made by the Grant Manufacturing & Machine Co. of Bridgeport, Conn., for spinning heads on rivets. The Thomson Electric Welding Co. of Lynn, Mass., shows an electric welder for welding wire in hoops.

A woodworking shop contains a very ingenious Lochman carving machine, by which four objects may be carved in wood at one time, each a faithful copy of one hand-carved original. This is used in art furniture work. An interesting wood-embossing machine, a lathe and a band saw are also included in this shop, while Buffalo Forge blowers remove shavings and dust. The Pringle & Brodie Machinery Co. of Chicago contributed the lathe, which is of the automatic type and used for making tool handles.

Cakes are baked in electric ovens of the General Electric and Simplex type by skilled white-clad bakers, after the dough has been prepared by electric beaters and dough mixers made by the Champion Machinery Co. of Joliet, Ill. This is a popular section because the little cakes are excellent, and they are given away piping hot as samples of the work of the Kohl-saat bakery.

There is an electrically-operated printing office, with a Linotype machine, a large Gordon printing press and a Marconi "wireless" outfit, which are utilized in printing portions of the *Daily Electric City*, a daily edition of the monthly house-organ of the Commonwealth Company. Toby Rubovits of Chicago has a space in which are shown electrically-heated embossing and printing presses.

One end of the exhibit is taken up by a shoe-repairing outfit made by the United Shoe Repairing Machine Co. of Chicago. On one frame and driven by a three-horse-power motor are all the appliances really essential in resoling shoes, from stitching to the final brushing.

Busy operatives at an electrically-driven knitting machine attract attention. The machine is run at high speed, but seldom makes a false stitch. It was contributed by the Strauss Stocking and Underwear Factory of Chicago.

Other interesting machines shown are a moving-picture machine from the Viascope Manufacturing Co. of Chicago, an electric cloth-cutting machine manufactured by the Eastman Machine Co., by which a clothing cutter is enabled to cut as many as 16 thicknesses of heavy goods at one time without effort, and an electric potato peeler, with a capacity of nearly a bushel a minute, made by the Imperial Machine Co. of Newark, N. J. In the last-named machine, used in the United States Navy, the vegetables are "peeled" by being agitated against carborundum in the interior of the machine.

The General Electric Co. displays a number of novelties, including tubular electric air heaters for rooms, the new flat-heating units for water heaters, coffee percolators, disks, chafing dishes and the like, electric flatirons in gun-metal finish, radiant-heat toasters, "telephone type" and goose-neck stand cigar lighters and anchored filament tungsten lamps. There are also luminous heaters in variety, one

being shown in a handsome mantel; all kinds of tungsten lamps and shades for them, electric heating and cooking appliances in numerous applications, apparatus showing the current economy of tungsten lamps and other exhibits. Lady demonstrators produce appetizing specimens of electric cooking, and a stolid Chinaman is busily engaged in ironing with the electric iron.

The Westinghouse Electric & Manufacturing Co. has a varied exhibit, embracing motors of various types, starting boxes, new transformers, three types of mercury rectifiers, luminous and non-luminous electric heaters, fan motors of all sizes, arc and mercury vapor lamps, portable instruments, electric heating and cooking appliances, lightning arresters, circuit-breakers, etc. Pretty nearly all kinds of smaller electric apparatus are shown in this large exhibit.

The Western Electric Co. shows telephone apparatus exclusively. Particular attention is attracted by the new sets for telephonic train dispatching, which is now coming into such extensive use by railroads. There are also ingenious intercommunicating systems, telephone sets for warships and landing parties armored to resist shot and shell, and all kinds of telephone instruments. The Chicago Telephone Co. has an exchange consisting of a six-position multiple switchboard of the latest type in operation, and at the same time on exhibition. The American Telephone & Telegraph Co. shows the extent of its long-distance service in an adjoining booth. Other exhibitors of telephonic apparatus are: Appleton Electric Co., Chicago; American Electric Fuse Co., Muskegon, Mich.; Commercial Appliance Co., Chicago (the new glass telephone mouthpiece); Kellogg Switchboard & Supply Co., Chicago; Red Cross Antiseptic Company, Chicago (mouthpiece); Stromberg-Carlson Telephone Manufacturing Co., Rochester, N. Y.; Swedish-American Telephone Co., Chicago. There are also sound-magnifying telephones for the deaf.

The Allis-Chalmers Company, Milwaukee, has a handsome exhibit of motors, transformers, centrifugal pumps and air compressors. A service plant of Allis-Chalmers machines in one corner of the building supplies direct current.

The Fort Wayne Electric Works, Fort Wayne, Ind., demonstrates its "compensarc," a special electrical device for moving-picture-machine control. It also shows the armature of a three-phase, revolving-field, 160-kilowatt, 60-cycle, 2300-volt alternator, and within it, by contrast, are some tiny motors. Wattmeters, arc lamps, transformers, a new meter calibrator and a new oscillating fan complete the exhibit.

The Northern Electrical Manufacturing Co. of Madison, Wis., has an interesting machinery exhibit. A prominent feature is a rock drill in operation, making holes in a big stone by electric power. The motor is mounted on the frame supporting the drill; the motion is rotary, and there is no return stroke to waste power. The new type of variable-speed direct-current motor attracts attention. In a 1½-horse-power machine the speed is varied from 500 to 2000 revolutions by field control. A buffer and a grinder driven by these motors are shown.

The Robbins & Myers Company of Springfield, Ohio, has small direct-current motors, horizontal and vertical, bipolar and multipolar, for grinding and dental outfits, sewing machines, drills, etc. A small Tripp pump with vertical motor is shown in operation, as is also an "Economy" submergible bilge pump working under water. Other motor applications are a Buffum automatic card-printing press, Hg ventilators and blowers, a self-contained motor-driven hoisting device and

a complete line of fans. Much interest was shown in a small lighting unit, suitable for a yacht. It consists of a five-horse-power, double-cylinder, two-cycle gas engine, direct coupled to and mounted on one base, with a 1½-kilowatt, 115-volt, direct-current dynamo.

Prominently placed in the center of the hall is the exhibit of the American Steel & Wire Co. Here is a special display of rail bonds and tools for the application of the bonds in electric-railway construction. There are also samples of rubber-insulated and paper-insulated lead-encased cables and special flat wires and odd-shaped wires.

A number of ingenious lighting specialties are shown in the attractive exhibit of the Benjamin Electric Manufacturing Co. of Chicago. There were tungsten "arcs," Benjamin wireless clusters, separable clusters, series clusters, tungsten lamp adapters, attachment plugs and other devices intended to make the use of electric light more efficient, economical and convenient.

Eighteen manufacturers of incandescent lamps are represented in the National Electric Lamp Association, the engineering department of which sent from Cleveland a fine educational exposition of the tungsten lamp. One case contains samples of tungsten, tantalum, Gem and miniature and low-voltage lamps of all kinds. Another displays ores of tungsten, metallic tungsten and tungsten filaments. On a table are different sizes of tungsten, tantalum and carbon lamps in operation and connected to instruments to show the economy in current consumption of the metallic filament lamps. Another demonstration shows the comparatively slight effect of voltage variation on tungsten lamps. Automobile, train-lighting and sign lamps are shown in one case, and there are examples of window lighting to prove that colors are represented in their true values by tungsten as compared with ordinary lamps, and also that the diagonal method of lighting, doing away with shadows, is an improvement over older methods. The display is a very handsome one, and is brilliantly lighted by tungstens in Holophone shades in the new French shapes.

The electrical testing laboratories of New York have an educational exhibit of merit. Carbon, magnetite and flaming arcs are projected on a screen, after being magnified, so that their characteristics may be studied. A German photometer, for taking spherical candle-power in one operation, and other light-measuring instruments are shown. A spectacular test is made of 100,000-volt insulators, using current raised to high potential by a 250,000-volt transformer. An arc of fire three feet long and loud reports are caused by this demonstration, and they attract instant and wide attention.

One of the features of the show is the number of vacuum cleaning outfits and electric sweepers, all using electric power, of course, and all demonstrated by eloquent attendants, often comely young women. The fact that there are 10 exhibits of this class shows the extent of the movement toward mechanical cleaning on sanitary grounds. These exhibitors are: General Compressed Air & Vacuum Machinery Co., St. Louis; Duntley Manufacturing Co., Chicago; Cyclone Vacuum Cleaning Co., Connersville Blower Co., Connersville, Ind.; Electric Suction Sweeper Co., New Berlin, Ohio; Electric Cleaner Co., Illinois Electric Renovator Sales Co., Chicago; Milwaukee Vacuum Machinery Co., Milwaukee, Wis.; Perfection Vacuum Cleaner Co., Chicago; Palm Engineering Co., Detroit. Other vacuum cleaners are shown in exhibits of which they are only a part.

Domestic electrical appliances are numerous. In addition to those mentioned,

flatirons are shown by the Simplex Electric Heating Co., Cambridge, Mass.; Pacific Electric Heating Co., Ontario, Cal., and Pelouze Electric Heater Co., Chicago. The Caloric Company exhibits a "fireless" cooker, the Hurley Machine Co. of Chicago an electric washing machine with attachments; A. W. Kratz of Chicago an electric washer and wringer, and the Del Sales Company of Chicago an electric curling iron.

H. W. Johns-Manville Company, New York, is showing its linolite system of lighting, also Noark fuses, Vulcabeston for insulation, high-potential strain insulators, service and subway boxes, pipe and boiler coverings, etc.

One of the new things shown is the Aero automatic fire-alarm from Milwaukee. The principle is the adaptation of the expansion of the air in a very small copper tube, on the application of heat, to cause a lamp to light or a bell to ring. The idea is worked out in a most ingenious way. The invention comes from Scotland, and was shown at Chicago for the first time in this country.

Great interest was shown in the Murphy rectifier, shown by the Murphy Electricity Rectifier Co. of Rochester, N. Y., a new invention and a real novelty. The machine rectifies or changes alternating into direct current without vacuum tubes, electrolyte, inductance or resistance. A technical explanation would be necessary to make its method of operation clear, but electrical men were much interested in it because it makes use of an entirely new application.

Another brand-new invention brought out at the show is the "time-a-phone" of Mr. M. M. Wood of Chicago. Suppose one is at a hotel or in a sleeping-car, comfortably in bed toward morning and wishes to know the time, say to catch a train. Without getting out of bed or striking a light he can do so with the time-a-phone by simply taking the instrument, which is a telephone receiver in disk shape, little larger than a watch, from beneath his pillow, pressing a button on it and listening. The time will be struck for that minute in hours, quarters and minutes. The invention combines a source of standard time, the principle of a minute-repeater watch and the telephone.

Chickens are incubated by the steady and easily regulated electric heat, and the booth of the "electric hen" is one of the most popular in the show, particularly among the children.

It would not be difficult to go on and mention many other interesting exhibits, with something about the special days, the souvenirs, the excellent band music, the singing of Miss Mehaffey, the large attendance, the generous notices in the Chicago papers and the general success and enthusiasm of the whole affair. The Electrical Trades Exposition Co. is making a good show, and its merit is recognized.

WILLIAM KEELY.

### In Kentucky Oil Fields.

[Special Cor. Manufacturers' Record.]

Barboursville, Ky., January 24.

Much new capital is entering the Kentucky oil fields, and drilling will be lively in a number of new sections during the next few months. The biggest development factor to enter the State in several months is Guffey & Galey. This firm has just secured leases on 5000 acres of oil and gas lands in Clay county, and will begin at once to drill a number of deep test wells. This field has heretofore been tested to some extent, but developments have not been sufficient to establish a settled production. Several test wells have shown oil and gas in good quantities. Guffey & Galey will thoroughly test their holdings, and as the main line of the Cumber-

land Pipe Line Co. extends through the territory which will be tried out, a further inducement is held out, as a production may easily be taken care of.

The Stone Gap Oil & Development Co., Monticello, has been organized to develop leases in the Wayne county field. Wells will be started at once.

The Cumberland Natural Gas Co., Barboursville, has been leasing territory in a new section of the Knox county belt, and is now moving a rig into the field for test drilling. The new district is several miles from the old developments. The same company is arranging to drill new wells in Wayne county.

The Calor Oil & Gas Co., Louisville, has secured an acreage in Meade county, and is beginning the first of a number of new wells. Indiana operators have also started operations in that field.

There are now close to 50 rigs up and in operation in various sections of the Kentucky field. Winter has brought some abatement in development work, but the season so far has been mild, and better progress has been made in new developments than was expected. Wayne county, with six distinct pools, is the most active spot, probably 25 rigs being in operation in that end of the field. W. S. HUDSON.

### IRON MARKET INACTIVE.

Birmingham District Wants Protective Tariff.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., January 25.

The iron market had an attack of rheumatism the past week, and the patient lost some virility. There was more than one bid for very respectable lots of iron for delivery during the first half of the current year on the basis of \$12.50 for No. 2 foundry. One leading interest reports the sale during the week of a volume equal to its make, and the remainder report a very sluggish market both as to price and volume of sales. In truth, outside the one interest mentioned, the sales reported are insignificant. There were some sales of insignificant lots made, and one lot of 200 tons was reported, which was the largest made public. One car was reported on a \$13.25 base, and 150 tons, second quarter, on a \$13 base. There was some quiet gossip about sales made on a \$12.75 base, but it could not be confirmed. To a part of the trade the market looks nervous, and for the time being it does not look strong. Still, as far as appearances go, there has been no weakening of price below the \$13 base. Probably one should add "except in resale iron." The iron trade attributes existing conditions to the agitation of the tariff question and the uncertainty of the result.

The Commercial Club here, voicing the feeling of the district, has gone on record as being opposed to lowering the tariff on iron and lumber and other interests that would be affected, and, as a rule, the club is very much "miffed" at the Congressman who represents this district for his failure to get in line with their views. There is a very wide gulf between a tariff for revenue only and a protective tariff. And it is the protective tariff that this district favors and thinks it needs.

The shipments are reported as very fair, and there are comparatively few cases of requests to hold them up. The report of the car-service association shows that we have not yet reached the showing that we had at corresponding time last year, but we are gradually getting to it, and it is anticipated that the next report will even us up.

There is nothing yet given out to indicate any increase of furnace output in the immediate future.

There is a weakening in the views of some of the largest holders of scrap iron,

and your correspondent is authorized to lower quotations an even 50 cents all along the line. This is done as a sop to buyers. Quotations are, therefore, as given by Wel-ler & Co., as follows:

Old iron axles, \$17.  
Old steel axles, \$15.75.  
Old iron rails, \$16.  
Old car wheels, \$13.50.  
No. 1 railroad wrought, \$14.  
No. 2 railroad wrought, \$12.25.  
No. 1 country wrought, \$11.  
No. 2 country wrought, \$10.  
No. 1 malleable, \$11.  
No. 1 machinery, \$11.  
Wrought-iron pipes and flues, \$11.  
No. 1 steel, \$10.50.  
Stove plate, \$9.50.  
Cast borings, \$6.50.

The cast-iron pipe trade seems to be holding its strength without the least difficulty, the reports being to the effect that "cast-iron pipe is being quoted at \$24 f. o. b. cars at Birmingham, and inquiries are coming in rapidly. We are running on full time, and prospects are apparently very good." It is an open secret in the market that the pipe companies have not yet filled all their requirements, and they will have some good tonnage to add to satisfy them as opportunities offer.

The coal trade has almost vanished. The demand is very light, and prices are weak. It is almost impossible to give reliable quotations, and they are therefore omitted. Those who were fortunate enough to have yearly contracts are, of course, not affected, and business with them is undisturbed.

It is gossip in iron circles that there is very great probability of a new furnace plant entering the field in this district. It has been known for long months to your correspondent that such a move was in contemplation, but circumstances were such that it was deemed advisable to put the project in cold storage until a more propitious time for the announcement should arrive. The difficulties that were in the way have been almost surmounted, and while no one is authorized to say anything definite about it, it is not inopportune to say that the quiet gossip has some foundation for the reports in circulation. But if the effort to establish the new plant is successfully ended, it will be long months before it can be put into operation. If the plans mature as they are projected, all the output of the furnaces will have an all-water transportation route to the markets of the world and the raw product will be turned into finished material before it leaves the point of production. Everyone wishes unbounded success to the undertaking, whose author has so patiently, persistently and faithfully labored for its success.

The question of an adequate supply of water to satisfy all the needs of the district is now a live one, and affairs are in such condition that it is a puzzle to an outsider as to how the problem will be solved. All that can be definitely said now is that the project is under consideration, and plans are being examined very carefully with a view to adopting that which more nearly fits the circumstances of the case. None of the plans submitted or that may be submitted can be carried out without the expenditure of a great deal of money. The prevailing opinion seems to be in favor of the city owning its own water-works system. That means the saddling of a large debt upon the city and a long wait for the benefits to be derived.

There is a movement locally for the building of another electric-light plant in which the principle of co-operation will enter. Among those most active in founding the new plant are the largest patrons of the one now in use. We are learning to profit by what has been found to be



satisfactory and profitable in other cities and adopting their plans and imitating their enterprise.

The Woodward Iron Co. has just completed a modern ore washer for its brown-ore mines near Woodstock at an approximate cost of \$100,000. The company has installed costly equipment, adequate railroad facilities have been provided, and everything necessary done for the rapid handling of the output of the mines at the minimum cost. High service late model engines have been installed in the service of the Birmingham Southern Railroad for the prompt and efficient movement of tonnage reached by it. The engines weigh 200,000 pounds each. They are consolidator type, 10-wheel locomotives. They were designed and built for short mountain service, and will be used on their line, which reaches all the ore mines belonging to the Tennessee Coal, Iron & Railroad Co.

Mention was inadvertently omitted last week of the opening of the City Bank & Trust Co. The business secured the first week has convinced the management that they made no mistake when they determined that the time was propitious for their advent. Among the various industries there is some difference of opinion as to the condition of business. But in the tangle of contradictions the firm of the Payne-Joubert Company says that business with them is as good now as it ever was, and they are running 22 out of 24 hours. They report having secured a large and valuable contract for sugar work from California, and say if they closed their order-books today they would still have enough to keep them busy for the first half of this year. Their melt averages 100 tons per day.

There has been a good deal of gossip floating around about a consolidation of the interests of the Alabama Consolidated and the Dimmick companies. If anything is going on in that line negotiations are being conducted elsewhere, and nothing definite here is known of the result.

The McLeod Lumber Co. filed papers of incorporation this week. It is capitalized at \$10,000. R. B. McLeod is president and treasurer, and T. A. McElreath is vice-president and secretary.

The prospect for the building season continues to be bright, and the most of the buildings being planned are of substantial values.

The work upon our skyscrapers is being pushed as rapidly as money and men can push it. The annex to the Brown-Marx Building is practically all completed outside, and they are now finishing the inside.

J. M. K.

## RICH MISSISSIPPI COUNTY.

### Progress in the Country Back of Gulfport.

[Special Cor. Manufacturers' Record.]  
Gulfport, Miss., January 19.

Harrison county, through its large timber industries, turpentine, resin and all naval-stores products, and farming, is one of the richest counties in Mississippi. It has some of the largest lumber mills in the South, among them being the mills at Wiggins, Lyman, Bond and Howison, besides numerous smaller mills along the Gulf & Ship Island Railroad and on Wolf River and the bayous east and west of Gulfport.

Harrison county enjoys the distinction of having the only large port of Mississippi on the Gulf of Mexico. During last December, according to a statement compiled by the Gulfport Commercial Union, 20 vessels, ranging in tonnage from 195 to 2591, and aggregating 29,537 tonnage, cleared from Gulfport with cargoes of lumber aggregating 19,576,000 feet, bound for ports in Great Britain, Brazil, Argentina, Cuba, Germany, Belgium and other

countries. The annual shipments of lumber increased from 19,035,252 feet in 1902 to 218,732,000 feet in 1908, the highest annual shipment in that period having been 292,125,000 feet in 1906.

The mercantile business of the city has grown proportionately. Its aggregate was \$126,500 in 1902 and \$8,008,000 in 1907, the greatest increase having been in naval stores.

This county has fine railroad facilities, the Gulf & Ship Island and the Louisville & Nashville, and in the near future it is expected that the Edwards-Hinds Lumber Co. road from Poplarville to Gulfport will be built. The survey for the right of way is now being made.

Besides the products that are brought in over the railroads, there is a great quantity of lumber, turpentine, resin, charcoal, etc., that comes into Gulfport from the rivers and bayous of the county, which are brought in on schooners and lighters and exported from Gulfport.

Besides the lumber industry, there is a great trade growing up in the farming line. Truck farms are being planted all along the line of the railroads and along the coast, and are proving a paying investment. The very finest vegetables are grown from January to January. This year great large strawberries were ripe at Christmas time and were shipped to New Orleans markets. Cauliflower, radishes, turnips, cabbages, sweet potatoes, Irish potatoes, beets, celery, artichokes and all other vegetables are grown; also sugarcane from which is made the finest molasses.

There is also very large business done in shipping pecans, which grow very large and fine, not even Texas surpassing us in the size and quality of our pecans and the thinness of the shells. Figs are another product, and oranges of all kinds, and grape fruit. These latter, oranges and grape fruit, grow wonderfully and bid fair to be the best-paying investment for Harrison county farmers.

The assessed value of property in Harrison county in 1896 was \$3,201,719. In 1908 the personal assessment alone was \$3,355,130, greater than the total of 1896, while the total in 1908 was \$14,785,668.

### Cotton Stalk Paper Mill.

The MANUFACTURERS' RECORD is advised that the Southern Cotton Stalk Pulp & Paper Co., Candler Building, Atlanta, Ga., is planning to build the first of its proposed mills for manufacturing paper from cotton stalk. The company states it has plans for a mill building 40x348 feet, with a 128-foot wing, the cost to be about \$25,000, and the power plant will be installed in the angle. It proposes to install machinery costing about \$50,000 for a 24-hour capacity of 25 tons of finished paper. The company has not decided whether to use steam, electric or water power, but the latter is preferred, and 500 horse-power will be required. The first plant will be located at some Southern point where a plentiful supply of clear water, proper drainage and advantageous railroad facilities exist. As soon as all propositions have been received from cities desiring the location of the mill and the location has been decided, the company will invite bids for the buildings and the machinery.

The members of the Interstate Cement Tile Manufacturers' Association, who will meet in conjunction with the Northwestern Cement Products Association in Minneapolis March 2, are located in eight States, and the association is growing rapidly, as manufacturers of cement drain tile are joining the association to aid in the important work it now has under way. The present membership represents an invested capital well over a million dollars.

## FOUNDRIES IN ALABAMA.

By WILLIAM B. PHILLIPS, Mining Engineer, Birmingham.

[Written for the Manufacturers' Record.]

In the following list an effort has been made to give the principal foundries in Alabama. There is no intention of including establishments that undertake ordinary repairs, but such only as are consumers of pig-iron. The writer will welcome any additions or corrections.

### Alexander City, Tallapoosa County.

Douglass-Stewart Foundry and Machine Works.—F. M. Douglass, president; went into operation in 1900; makes castings from 1 to 150 pounds; annual capacity, 100 tons.

### Anniston, Calhoun County.

Anniston Foundry & Machine Co.—H. B. Rudisill, president; H. S. Miller, secretary and treasurer; November, 1904; castings up to 3000 pounds; soil pipe and fittings, especially standard soil pipe from two to six inches diameter, furnace and mine castings; annual capacity, 5000 tons.

Central Foundry Co.—Chas. Smithers, chairman; C. R. Schmidt, vice-president; W. L. Rogers, secretary and treasurer, 116 Nassau street, New York; 1899; cast-iron soil pipe and fittings; annual capacity, 12,000 tons. (See also under Bessemer.)

Kilby Locomotive and Machine Works.—Thos. E. Kilby, president; Whitfield Clark, vice-president; E. M. Kilby, secretary and treasurer; W. S. Kilby, assistant secretary and treasurer; 1897; makes car wheels and car castings; annual capacity, 6000 tons.

Lewis Iron Works, Inc.—E. M. Lewis, president; E. W. Lewis, secretary; W. A. Dever, treasurer; February 1, 1907; makes engine castings and woodworking machinery; annual capacity, 1500 tons.

Union Foundry Co.—H. A. Salzer, president; E. W. Kremers, secretary; May 6, 1907; castings for plumbers and steamfitters; annual capacity, 5000 tons.

United States Cast Iron Pipe & Foundry Co.—Geo. B. Hayes, president; Geo. J. Long, vice-president; B. F. Haughton, secretary and treasurer, 71 Broadway, New York; about 1895; this company in 1899; all sizes of cast-iron pipe and fittings; annual capacity, 48,000 tons. (See also under Bessemer.)

Western Steel Car & Foundry Co.—Executive offices in Old Colony Building, Chicago; C. W. Wrenshall, superintendent; formerly plant of Southern Car & Foundry Co.; general line of malleable and gray iron castings for machinery and car work, turning out approximately 3000 tons of malleable and 7500 tons of gray iron castings annually. The general equipment of melting iron is two 72-inch and one 60-inch cupola and one 12-ton air furnace.

White Foundry & Manufacturing Co.—S. C. White, president and treasurer; B. Blackstock, secretary, and Ben Blackstock, general manager; February 1, 1906; all kinds of light work in iron and brass; capacity not given.

Wilson Stove & Manufacturing Co.—J. C. Wilson, president; G. N. Wilson, secretary and manager; June 1, 1907; cast-iron stoves and ranges; annual capacity, 1000 tons.

In Anniston there are eight establishments, with a combined annual capacity of 80,000 tons.

### Attalla, Etowah County.

Attalla Foundry & Machine Co.—C. B. Forman, proprietor; 1896; castings for cotton mill repairs; annual capacity, 300 tons.

### Bessemer, Jefferson County.

Bessemer Foundry & Machine Co.—No information given.

Bessemer Soil Pipe Co.—Wm. Ivy, president; E. D. Graydon, manager; 1899; light soil pipe and fittings; annual capacity, 7750 tons.

Central Foundry Co. (for officers see under Anniston).—Went into operation in 1899; universal pipe and fittings; annual capacity, 13,000 tons.

United States Cast Iron Pipe & Foundry Co.—Geo. B. Hayes, president, and B. F. Haughton, treasurer, 71 Broadway, New York; Geo. J. Long, vice-president, Louisville, Ky.; E. C. Fuller, Columbus, Ohio; V. Ferguson, resident manager, Bessemer; manufacturing committee, Geo. J. Long, Geo. B. Hayes and E. C. Fuller; sales managers, Thos. H. McGeehin, 71 Broadway, New York; A. J. Gooshue, 638 Rookery Building, Chicago; C. W. Gray, Chamberlain Building, Chattanooga, Tenn.; R. W. Martindale, 747 Monadnock Building, San Francisco; went into operation in 1898; water pipe and fittings from 3 to 84 inches, and miscellaneous castings; annual capacity, 60,000 tons.

Bessemer has four establishments, three of them with a total annual capacity of 80,750 tons; one not reporting.

### Birmingham, Jefferson County.

Ajax Metal Company of the South.—J. G. Hendrickson, president; J. R. Nelson, first vice-president and treasurer; G. H. Clamer, second vice-president; B. F. Wilson, third vice-president; N. L. Mewhinney, general manager; H. L. Carpenter, Jr., secretary; January, 1904; makes copper, bronze and brass castings for furnaces, bronze bearing metal for locomotives and heavy machinery, Ajax plastic bronze, brass bearings for cars, etc.; uses oil-burning melting furnaces; annual capacity, 2500 tons. This company is subsidiary to the Ajax Metal Co., Philadelphia.

American Cast Iron Pipe Co.—John J. Eagan, president; E. Lee Douglas and W. W. Orr, vice-presidents; James W. Blair, treasurer; E. E. Linthicum, general manager; Miss Charlotte Blair, secretary; May 12, 1906; cast-iron pipe, hub and spigot designs for water and gas, with fittings; sizes 4 to 36 inches; annual capacity, 40,000 tons. Foundries are equipped with electrical cranes.

G. L. Anderson Brass Works.—G. L. Anderson, proprietor; October, 1889; makes brass, bronze, copper and aluminum castings from 1 to 3000 pounds; capacity not given.

Avondale Stove & Foundry Co.—Perkins Ellis, president; Thos. Ellis, secretary; Frank F. Ellis, treasurer; 1886; makes stoves and general castings, pulleys, cotton gin and machinery castings; annual capacity, 6000 tons.

Beggs Pipe & Machinery Co.—Hamilton T. Beggs, president; Geo. W. Beggs, superintendent; March, 1872; makes light and heavy castings, soil pipe and fittings, two to eight inches in diameter; annual capacity, 4000 to 5000 tons.

Birmingham Car & Manufacturing Co.—C. E. Feust, president; Eugene Fies, vice-president; T. A. Burbridge, secretary; August 15, 1907; chilled cast-iron car wheels; annual capacity, 7500 tons.

Birmingham Machine & Foundry Co.—R. W. Boland, president; B. L. Keen, assistant to president; W. H. Hassiner, vice-president; L. A. Christian, secretary and treas-

urer; 1887; castings for engines, heavy machinery, etc., ranging from 500 to 50,000 pounds; special equipment for manufacturing sugar mills, Corliss engines, blowing engines, hydraulic presses, etc.; cupola capacity, 18,000 tons annually.

Birmingham Pipe & Casting Co.—H. K. Spencer, president; J. M. Stillwell, secretary; H. A. Bandy, treasurer; 1900; cast-iron soil pipe and fittings from two to six inches; annual capacity, 10,000 tons.

Birmingham Steel & Iron Co.—W. T. Adams, president and treasurer; G. W. Hays, superintendent; October, 1904; steel castings from 10 pounds to 10 tons; annual capacity, 500 tons; has one 10-ton basic open-hearth steel furnace; not in operation.

Caldwell-Watson Foundry & Machine Co.—Owned by T. J. Caldwell and E. A. Watson; April 1, 1899; furnace and mine castings from 1 to 20,000 pounds weight; annual capacity, 5000 tons.

Continental Gin Co.—S. I. Munger, president; A. W. Smith, vice-president and treasurer; N. W. Proctor, secretary; organized in December, 1899; has two foundries in the State, one at Avondale, Jefferson county, and one at Prattville, Autauga county. The Avondale plant melts an average of 1700 tons of pig-iron annually, and the Prattville plant 1000 tons. The kind of castings made are such as are used in the manufacture of cotton gins, cotton-gin feeders, cotton-gin condensers, cotton presses and elevators.

Decatur Car Wheel & Manufacturing Co.—W. J. Morrison, president; W. F. Newbert, vice-president; John W. Nute, secretary and treasurer; C. C. Esdale, manager; June, 1896; makes railroad standard chilled cast-iron car wheels and mine cars and wheels; annual capacity, 60,000 tons.

The Dimmick Pipe Co.—F. D. Dimmick, president; E. E. Weaver, vice-president and general manager; A. J. Bowron, treasurer; J. R. Rice, secretary; August, 1900; makes cast-iron pipe and fittings from 3 to 60 inches in diameter; has electrical equipment of the most modern type; annual capacity, 70,000 tons.

Eureka Hardware Works.—R. Preston Means, president and treasurer; John McLean, vice-president; W. H. Mason, secretary; December, 1905; stove plates, grates and small castings; annual capacity, 1000 tons.

Valentine Gilb & Son.—Went into operation in 1887; makes all kinds of brass castings up to 1000 pounds in weight; annual capacity, 480 tons.

Hardie-Tynes Manufacturing Co.—Wm. Hardie, president; W. D. Tynes, secretary and treasurer; 1895; Corliss engines, hoisting engines, air compressors, etc.; annual capacity, 5000 tons.

The Payne & Joubert Machine & Foundry Co.—W. E. Payne, president; R. S. McKnight, vice-president and general manager; F. L. Joubert, secretary and treasurer; August 1, 1906; makes castings up to 50 tons in weight; entire plant is electrically equipped, including individual motors for tools. Special attention is given to heavy machinery and high-grade castings, sugar apparatus, furnace and building castings, etc.; annual capacity, 15,000 tons.

Southern Pipe & Foundry Co.—S. F. King, president; W. W. Crawford, vice-president; F. H. Winship, treasurer; 1903; cast-iron soil pipe and fittings from two to eight inches in diameter; annual capacity, 6000 tons.

Stockham Pipe & Fitting Co.—Went into operation May 1, 1902; cast-iron pipe and fittings; annual capacity, 4000 tons.

White-Blakeslee Manufacturing Co.—W. H. Manly, receiver; went into operation January 1, 1907; castings up to five tons in weight; gasoline motor churn drills; gas engines; annual capacity, 600 tons.

Williamson Iron Co.—Foundry and machine shop discontinued July 1, 1906.

Birmingham has 19 establishments, with a total annual capacity of 257,300 tons.

#### **Brewton, Escambia County.**

Brewton Iron Works.—E. M. Lovelace, president; W. Y. Lovelace, vice-president; W. F. Wilson, manager; J. H. Lovelace, secretary and treasurer; September, 1903; castings up to 2000 pounds weight; special attention given to locomotive work; annual capacity, 100 tons.

#### **Bridgeport, Jackson County.**

DeLoach Mill Manufacturing Co.—A. A. DeLoach, president; J. Cunningham, secretary and treasurer; 1886; sawmill and other gray iron castings from 1 pound to 5000 pounds weight; annual capacity, 3000 tons.

R. C. Gunter Stove Works.—No information.

#### **Cullman, Cullman County.**

Cullman Iron Works.—H. Ehrensperger, president; April, 1907; makes gray iron castings up to 1500 pounds weight; also brass castings; annual capacity, 60 tons.

#### **Decatur, Morgan County.**

Jervis Foundry & Machine Co.—A. D. Jervis, proprietor; 1888; machinery and repair work; annual capacity, 200 tons of pig-iron and 300 tons of scrap.

#### **Dothan, Houston County.**

Dothan Foundry & Machine Co.—Chas. D. Murphy and H. H. Dowling; June 12, 1905; general castings up to 1500 pounds weight; annual capacity, 1000 tons.

#### **Ensley, Jefferson County.**

The Ensley Machine & Foundry Co.—W. T. Palmer, president; M. J. Owen, vice-president; A. H. More, secretary and treasurer; January 2, 1907; castings up to 8000 pounds weight; annual capacity, 3000 tons.

#### **Florence, Lauderdale County.**

Thoele-Phillips Manufacturing Co.—Chas. W. Thoele, president; J. W. E. Smith, vice-president; Thos. J. Phillips, secretary and treasurer; March, 1905; stoves and stove castings; annual capacity, 1500 tons.

#### **Fort Payne, DeKalb County.**

Fort Payne Stove & Foundry Co.—J. B. Haralson, president; W. C. D. Cook, secretary and treasurer; August, 1904; stoves and stove castings; annual capacity, 700 tons.

#### **Gadsden, Etowah County.**

A. & J. Manufacturing Co.—Otto Agricola, president; E. S. Jones, vice-president; J. C. Green, secretary and treasurer; N. Z. Whitehead, superintendent; January 1, 1903; stoves and hollowware; annual capacity, 1500 tons.

Coosa Pipe & Foundry Co.—T. G. Bush, president; N. W. Bush, general manager; H. Hammond, secretary and treasurer; main office in Birmingham; went into operation July 1, 1906; soil pipe and fittings up to 12 inches in diameter; annual capacity, 10,000 tons.

Gadsden Pipe & Foundry Co.—W. S. Fletcher, president; J. M. Elliott, Jr., vice-president; J. H. Halcombe, secretary and treasurer; June, 1901; cast-iron soil pipe and fittings up to six inches diameter; annual capacity, 4000 tons.

Gadsden Foundry Co.—W. R. DeLorme, president; T. M. Fullington, general manager; September 1, 1905; castings up to 10,000 pounds weight; annual capacity, 1800 tons.

Gadsden Car Works. No information.

Proctor Foundry and Machine Works.—John R. Proctor, proprietor; August 14, 1905; general castings up to 10,000 pounds weight; annual capacity, 1620 tons.

Gadsden has six establishments, with a total annual capacity of 18,920 tons, in addition to the capacity of the Gadsden Car Works.

#### **Hartselle, Morgan County.**

Hartselle Machine Co.—Robert Sobotka, proprietor; 1892; makes light machinery castings; annual capacity, 75 tons.

#### **Huntsville, Madison County.**

Huntsville Foundry and Machine Works.—Nolen & Jones, proprietors; 1889; light to medium castings; annual capacity, 500 to 600 tons.

#### **Mobile, Mobile County.**

Alabama Iron Works.—Davis R. Dunlap, president and general manager; F. M. Walsh, vice-president; W. S. Penny, secretary and treasurer; 1897; marine and locomotive castings up to 3500 pounds weight; annual capacity, 700 tons.

Bailey Iron Works.—Arthur Bailey, president; S. LaVergy, secretary-treasurer; January, 1890; all kinds of castings up to 5000 pounds weight; annual capacity, 8000 to 10,000 tons.

Bay City Machine Works.—Morgan Duke and H. Rowland Duke, owners; September, 1900; machine castings up to 2000 pounds weight; special attention given to saw-mill work; annual capacity, about 80 tons.

Home Industry Iron Works.—A. Kling, president; A. Kling, Jr., secretary and treasurer; C. W. Kling, vice-president; J. S. Bogue, general manager; 1872; castings up to 10,000 pounds weight; annual capacity, 400 tons.

Mobile Foundry Co.—John H. Mahler, president; H. W. Ollinger, vice-president; M. A. Warren, secretary and treasurer; 1887; general castings up to 2000 pounds weight; annual capacity, 600 tons.

Mobile Stove & Pulley Manufacturing Co.—W. Edgar, president; H. Edgar, vice-president; A. J. Parsons, secretary and treasurer; 1904; general castings up to 20,000 pounds weight; annual capacity, 6000 tons.

#### **Montgomery, Montgomery County.**

Capitol City Foundry.—B. McAdam and J. W. Scott; March, 1907; brass and iron castings of all sizes; annual capacity, 360 tons.

Janney & Co.—A. A. and John Janney; 1845; general castings up to 10,000 pounds weight; annual capacity, 1800 tons.

#### **New Decatur, Morgan County.**

Louisville & Nashville Railway Co.—Theo. H. Curtis, superintendent of machinery; J. J. Sullivan, master mechanic; 1889; general railroad castings up to 3000 pounds weight; annual capacity, 12,000 tons.

North Alabama Engineering Co.—Robert Dyas, president and general manager; 1901; heavy furnace and miscellaneous castings; annual capacity, 6000 tons.

#### **North Birmingham, Jefferson County.**

Birmingham Novelty Works.—Thomas Purvis, proprietor; January 1, 1907; sad-irons and light-gray castings; manufactures the patent revolving self-heating sadiron; annual capacity, 900 tons.

North Birmingham Force Co.—J. H. Minge, president; M. P. Walker, secretary and treasurer; September, 1905; wrought-iron and steel forgings; capacity not given.

#### **Opelika, Lee County.**

Collins Machine Works.—W. S. Collins, proprietor; May, 1898; light-gray iron castings; annual capacity, 50 tons.

#### **Ozark, Dale County.**

C. M. Valentine; July 10, 1902; small castings; annual capacity, 250 tons.

#### **Selma, Dallas County.**

Peacock's Iron Works.—G. H. and W. R. Peacock; 1865; all kinds of castings, car wheels and mine cars; electrical and compressed-air equipment; annual capacity, 15,000 tons.

The Union Iron Works Co.—J. B. Ellis, president; Cadwallader Erwin, secretary, treasurer and general manager; 1877; general castings for engines, cotton mills, oil mills, etc.; electrical equipment; annual capacity, 1500 tons.

#### **Sheffield, Colbert County.**

King Stove & Range Co.—Geo. E. King, president; W. H. Martin, vice-president and treasurer; W. E. Newill, secretary; E. E. O'Neill, superintendent; 1903; stoves and stove plates; annual capacity, 1000 tons.

Sheffield Iron Works.—Went into operation in 1901; makes machine castings of all sizes and weights up to 6000 pounds; annual capacity, 600 tons.

#### **Tuscaloosa, Tuscaloosa County.**

Strickland Bros. Machine Co., Inc.—Clayton Strickland, president; November, 1898; furnace, mill and mine castings; annual capacity, 1000 tons.

#### **Tuskegee County.**

The Tuskegee Normal and Industrial Institute.—Booker T. Washington, president; September, 1894; miscellaneous castings in light work, grates, sashweights, ventilators and machine castings of not over 250 pounds weight; annual capacity, about 75 tons.

#### **Union Springs, Bullock County.**

Union Springs Foundry & Machine Co.—J. T., J. W., A. R. and C. F. Robinson; January, 1904; foundry not in operation.

In addition to the foregoing, the Mobile & Ohio Railway operates a foundry and machine shops at Whistler, near Mobile, but no information concerning it has been furnished. There is also a railway foundry in Talladega.

The total number of foundries in Alabama is 73, and the total annual capacity is 512,120 tons of iron castings. If we add 12,880 tons for such establishments as made no returns we would have 525,000 tons, and this figure is very nearly correct. The



total annual capacity of the iron foundries in Alabama is a little less than one-third of the total annual production of pig-iron. If the foundries were operated to their capacity and used Alabama iron, with no scrap, they would take about one-third of the annual production. There are no statistics giving the amount of pig-iron they actually do take from local furnaces.

It has taken the writer a long time to collect the statistics here given. It is the first time that they have been presented in this form, and it is hoped that additions and corrections will be made by those who have the information that is lacking. These statistics do not include such iron as is used in the foundries operated on their own account by the pig-iron-producing companies.

In order to present the matter in a convenient form for reference the data given above is cast into another form, which follows:

Name of Company.	Address.	Capacity in tons per annum.
A. & J. Manufacturing Co.	Gadsden.	1,500
Ajax Metal Company of the South*	Birmingham.	2,500
Alabama Iron Works.	Mobile.	700
American Cast Iron Pipe Co.	Birmingham.	40,000
Anderson Brass Works, G. L.	Birmingham.	....
Anniston Foundry & Machine Co.	Anniston.	5,000
Attalla Foundry & Machine Co.	Attalla.	300
Avondale Stove & Foundry Co.	Birmingham.	6,000
Bailey Iron Works.	Mobile.	10,000
Bay City Machine Works.	Mobile.	80
Beggs Pipe & Machinery Co.	Birmingham.	5,000
Bessemer Foundry & Machine Co.	Bessemer.	?
Bessemer Soil Pipe Co.	Bessemer.	7,750
Birmingham Car & Manufacturing Co.	Birmingham.	7,500
Birmingham Machine & Foundry Co.	Birmingham.	18,000
Birmingham Novelty Works.	North Birmingham.	900
Birmingham Pipe & Casting Co.	Birmingham.	10,000
Birmingham Steel & Iron Co.	Birmingham.	500
Brewton Iron Works.	Brewton.	100
Caldwell-Watson Foundry & Machine Co.	Birmingham.	3,000
Capital City Foundry†.	Montgomery.	300
Central Foundry Co.	Anniston.	12,000
Central Foundry Co.	Bessemer.	13,000
Collins Machine Works.	Opelika.	50
Continental Gin Co.	Birmingham.	1,700
Continental Gin Co.	Prattville.	1,000
Coosa Pipe & Foundry Co.	Gadsden.	10,000
Cullman Iron Works‡.	Cullman.	60
Decatur Car Wheel & Manufacturing Co.	Birmingham.	60,000
DeLoach Mill Manufacturing Co.	Bridgeport.	3,000
Dimmick Pipe Co.	Birmingham.	70,000
Dothan Foundry & Machine Co.	Dothan.	1,000
Douglass-Stewart Foundry & Machine Co.	Alexander City.	100
Ensley Machine & Foundry Co.	Ensley.	3,000
Eureka Hardware Works.	Birmingham.	1,000
Fort Payne Stove & Foundry Co.	Fort Payne.	700
Gadsden Foundry Co.	Gadsden.	1,800
Gadsden Pipe & Foundry Co.	Gadsden.	4,000
Gilb, Valentine & Son§.	Birmingham.	480
Hardie-Tynes Manufacturing Co.	Birmingham.	5,000
Hartselle Machine Co.	Hartselle.	75
Home Industry Iron Works.	Mobile.	600
Huntsville Foundry & Machine Co.	Huntsville.	600
Janney & Co.	Montgomery.	1,800
Jervis Foundry & Machine Co.	Decatur.	200
Kilby Locomotive and Machine Works.	Anniston.	6,000
King Stove & Range Co.	Sheffield.	1,000
Lewis Iron Works.	Anniston.	1,500
Louisville & Nashville Railway Co.	New Decatur.	12,000
Mobile Foundry Co.	Mobile.	600
Mobile Stove & Pulley Manufacturing Co.	Mobile.	6,000
North Alabama Engineering Co.	New Decatur.	6,000
Payne & Joubert Machine & Foundry Co.	Birmingham.	15,000
Peacock's Iron Works.	Selma.	15,000
Proctor Foundry and Machine Works.	Gadsden.	1,620
Sheffield Iron Works.	Sheffield.	600
Southern Pipe & Foundry Co.	Birmingham.	6,000
Stockham Pipe & Fitting Co.	Birmingham.	4,000
Strickland Bros. Machine Co.	Tuscaloosa.	1,000
Thoele-Phillips Manufacturing Co.	Florence.	15,000
Tuskegee Normal and Industrial Institute.	Tuskegee.	75
Union Foundry Co.	Anniston.	5,000
Union Iron Works Co.	Selma.	1,500
United States Cast Iron Pipe & Foundry Co.	Anniston.	48,000
United States Cast Iron Pipe & Foundry Co.	Bessemer.	60,000
Valentine, C. M.	Ozark.	250
Western Steel Car & Foundry Co.	Anniston.	10,500
White Foundry & Manufacturing Co.	Anniston.	?
White-Blakeslee Manufacturing Co.	Birmingham.	600
Wilson Stove & Manufacturing Co.	Anniston.	1,000

Total annual capacity reported..... 512,120  
Estimated capacity not reported..... 12,880

Grand total..... 525,000

\*Copper, bronze, brass and white metal castings.

†Also makes brass castings.

‡Also makes brass castings.

§Brass, bronze, copper and aluminum castings.

#### Mobile's Commerce.

The Chamber of Commerce and the Maritime Exchange and Shippers' Association of Mobile, Ala., have published in pamphlet form a statement of the water-borne commerce of Mobile harbor and rivers, which shows that of 1600 miles of rivers flowing direct to Mobile, 700 miles are daily navigated by steamers, and that in 1907 of 3,304,908 tons of such water-borne merchandise, valued at \$61,241,307, exports to foreign countries were 1,098,324 tons, valued at \$27,347,346; imports

from abroad were 116,509 tons, valued at \$4,352,933; bunker coals 259,875 tons, valued at \$869,562; arriving coastwise 467,076 tons, valued at \$6,700,322; departing coastwise 778,801 tons, valued at \$10,023,071, and additional river shipments 584,413 tons, valued at \$11,948,073.

#### Jail Plans Wanted.

The Commissioners of Iredell county, N. B. Mills, chairman, Statesville, N. C., invite competitive plans for a jail to cost not less than \$20,000 nor more than \$30,000.

## Getting Ready for the Boll-Weevil in Alabama.

By THOMAS P. GRASTY.

[Written for the Manufacturers' Record.]

After a stay of a week in Western Alabama, I find the coming of the boll-weevil the main subject of discussion. It is calculated that he will arrive at the very latest in time to seriously damage the cotton crop of 1912, and, therefore, the thought of the land-owning class is already concentrated on the problems which will have to be solved before then in order to mitigate the damage as far as may be possible by getting ready for the fight before the enemy attacks. It is recognized that radical departures from existing systems and methods will have to be made in order to prevent deplorable disaster. Since it is admitted that there is neither prevention nor cure for the boll-weevil's destructive work on the cotton plant, the question of the hour is how to reduce the inevitable damage most effectually. All agree that the best course is to grow more food crops, more corn, oats and hay, and to raise more hogs, mules and cattle, and in this way make up for the loss in revenue that it is generally admitted will result from the shortening of the cotton crop.

But while all thinking men in this part of Alabama are of the same mind as to how best to meet the coming emergency, it is unfortunately a fact that comparatively few of the large land-owners are able to do what they know well enough ought to be done to prepare for the impending invasion. Here, as in Western Mississippi, the main difficulty is the demoralization of labor wrought by the "advancing system."

There are in this particular county, Sumter, nearly five times as many negroes as white inhabitants. It is representative of a belt stretching southeastwardly to the Georgia line, with such cities as Selma and Montgomery on its northern edge. This stretch of land was originally called the "Black Belt," on account of the color of its soil, although since the war most people think it is so called on account of the color of so many of its inhabitants. This county, like most of the others through which the Black Belt passes, contains a considerable area of sandy land, which is occupied almost exclusively by white farmers, with small holdings, and these may be called "yeomen farmers," in contradistinction to the big "planters" or owners of large bodies of black land cultivated entirely by negro tenants, working on shares (i. e., for a part of what they raise) or paying a fixed rental in money or cotton. Nowhere in the South has the "advancing system" been more in vogue than throughout this "Black Belt of Alabama." Owing to its universality, while I still believe that the ultimate result of this cotton destroyer's ravages will be advantageous, there will surely be a great many instances of deplorable hardships and some of complete impoverishment. These may be looked for as inevitable in all sections where the "advancing system" is practiced; that means everywhere where the bulk of the cotton crop is produced by negro tenant farmers or renters. For in these regions preventive measures are almost impossible, because the negro demands "advances," and many merchants do that sort of business exclusively, and for them to cease "advancing" would simply mean to shut up shop, and human experience has shown that few men who will abandon their sole way of making a living until forced to abandon it by conditions beyond their control.

The negro who gets all he needs (and often all he wants) furnished to him in advance of the production and delivery of the cotton that is to pay for what he has

been getting—i. e., what has been "advanced"—will not change his way of buying everything he eats and raising only cotton so long as he feels that someone is going to take care of him. He will not plant a vegetable in his garden, nor even a sweet potato nor pea patch, so long as he can find a merchant who will "advance" him things to eat. It is the exception, rather than the rule, that he will raise enough corn to feed his mule, preferring to get his mule's food as well as his own "advanced." Therefore, it will not be until after the boll-weevil has swooped down on his cotton and destroyed it that he will believe that any change of method is at all worthy of consideration. Then perhaps he can be brought to realize that instead of planting his cotton late and working it lazily, he must plant it early and work it fast, and that, unless he wants to go hungry, he must plant more corn and raise everything to eat that it is possible for him to raise.

On the other hand, the white "yeoman farmers," who occupy the less fertile sandy regions which flank the Black Belt, will be less disastrously affected, because these, as a rule, pay as they go, are not enervated and demoralized by the paternalistic effects of the "advancing system" and can be easily persuaded to practice preventive measures for counteracting or diminishing the damage that the weevil will do if unresisted.

And so, too, all over the South, when the boll-weevil comes the white "yeoman farmers"—farmers who work with their own hands—will be found planting still less cotton than they are planting now and more food crops; for this is the class that has raised the major portion of the surprising sum total of cereals recently compiled by the MANUFACTURERS' RECORD and commented on during the past fortnight by half the newspapers in the South. It has been farmers of this class that have saved the day in Texas in spite of the boll-weevil.

I have today been reading a little pamphlet containing the very interesting report of Col. H. C. Stringfellow, who was sent by the business men of the city of Monroe, La., and the planters of Ouachita parish to investigate the boll-weevil and secure from practical farmers in North Texas information at first hand as to how best to oppose his operations. Here is the sum and substance of Colonel Stringfellow's conclusions: "There is no such thing as constantly, force maturity and burn the stalks in the fall. Raise on the farm everything for home consumption." Colonel Stringfellow's report, which is being sent out by the wholesale house of Three-foot Bros. of Meridian to many of the cotton-growers of this section, shows clearly that the careful, close cultivators—the small farmers of Texas—are doing fairly well, notwithstanding this pest. It abounds in such testimony as the following from a farmer near Mexico: "In 1907 I had in 45 acres and made 22 bales; put in 60 acres this year (1908), and will make 30 bales, though the weevil cut off all the top crop. Since I have got used to boll-weevils I make as much or more cotton than formerly. I break deeper, plow oftener and work harder. I raise everything on my farm to support my family, and all I do not need I sell. I do not owe a dollar, and pay cash for all I buy." He tells about seeing on the same class of land two fields separated by the public road, and on one side was next to no crop at all, on the other the cotton was good. He asked the man who had the poor crop how it happened, and the reply

was that though he had plowed his cotton four times, the man across the road was plowing his "all the time." This shows there is a way of escape from the ravages of this beetle, but it also shows that this way of escape will not be open to "the planter" who lives in town and who rents out his land to negroes whom he seldom sees except when taking his rent notes at the first of the year, and in the fall when the cotton is brought in. To these large land-owners there is open but one of three courses—either to go live on their plantations and by force of sheer personal insistence compel their tenants, hired men or share farmers (as the case may be) to cultivate as they must cultivate in order to circumvent this pest, or sell out, or "go broke."

One way to sell out is to start right now and follow the example of a man named Jack Roberts, "who (to quote again from Colonel Stringfellow) owned 6000 to 7000 acres of land, and sent an agent to Poland and brought over a colony of Poles, who were successful. Now 800 of these people inhabit Robertson county around Bremond, Texas, who are thereby industrious, clanish, and who work day and night and Sunday, too. When they can, they buy more land and never turn it loose. They make cotton in spite of the boll-weevil, and have fertilized their lands, originally very sterile, until they give handsome returns, some as high as three-fourths of a bale to the acre."

A better way for the large land-owner to meet the coming emergency, if peradventure he has good common sense and a practical knowledge of farming, is to begin right away scientifically to diversify. There is an excellent example right here in Sumter county well worth following. The McCain brothers started out a few years ago to raise alfalfa on a "Black Belt" plantation. This year one of them, Dr. W. J. McCain of Livingston, Ala., showed me an account he had kept on one 15-acre field. In this account every item of cost of production, no matter how small, was charged up. The total cost of this hay—mowing, hauling to barn, curing and baling—was \$151.30; hauling to railroad station, 5½ miles, \$144; total cost of production and marketing of 72 tons grown on 15 acres, \$295.30. It was sold for \$13 per ton—fully \$2 less than the average of the last five years—the 72 tons bringing in, gross, \$936, and \$640.70 net. This farming firm has sold of alfalfa during the last five years more than \$5000 worth each year, and counting the cost of preparation of the land, cost of seeding, of barns, fencing, ditching and all sorts of permanent improvements incident to the cultivation and harvesting of this crop, their books show a net profit of not less than 40 per cent., or \$2000, a year, and it is safe to calculate that now that they have paid for permanent improvements, such as new barns, fencing and ditching, out of their profits, they will net at least \$3000 a year hereafter. But this was the result of careful, painstaking preparation of land and subsequent good management all along the line, without which there is no money in alfalfa in Alabama. On a nearby farm, on identically the same kind of land as that on which the McCains are growing alfalfa so profitably, not only was there no profit, but the result of several years of misdirected effort in this direction was the loss of several thousand dollars. The man who made this failure in alfalfa lived in town, and left all the details of the work to hired negroes.

Near Montgomery is a farm bought a few years ago by a man from Missouri, who succeeded in making enough clear profit through diversified farming, raising mainly corn, oats and alfalfa, with some cotton, to pay for that farm within four

years, and its cost was \$25 an acre, and there were 500 acres of it. On the other hand, several farms equally as good have during the last few years, prosperous as those years have been, passed out of their owners' hands under forced sale through bad management. And thus this whole question of successfully meeting the difficulties that will be caused by the boll-weevil becomes a matter of management. Some farmers will make as much cotton per acre as the present general average, and will, in addition, through diversification of crops, largely increase their incomes over and above what is now possible to make under the all-cotton system. The example of those who do this will have a beneficial influence that can but inure largely to the general welfare of every neighborhood. Then also the inevitable curtailment of cotton production that will, for a time at least, follow the far and wide invasion of the South by the boll-weevil will increase the price of cotton to a figure that has not prevailed before, perhaps, since the war. I am aware that this season's record-breaking crop in Texas will be pointed to as an argument against any serious curtailment of production due to the spread of the boll-weevil. But when it is borne in mind that that record-breaking crop was produced largely by this "yeoman farmer"—the white man who works all day long and every day in the week—and when it is also remembered that it will require several years at the very best for cotton-growers of the older States to adapt themselves to the new methods necessary for big crops with the boll-weevil busy—when all this is considered, it will be admitted that higher prices will result from a necessarily restricted acreage, and whenever the devastation of the weevil is attended by wet weather during the period of fruitage, from the bloom to the opening of the first bolls, these will surely follow.

#### ST. ALBANS' ENTERPRISES.

##### Flourishing New Enterprises in a West Virginia Town.

[Special Cor. Manufacturers' Record.]  
St. Albans, W. Va., January 9.

This thrifty and beautiful town lies at the confluence of the Coal River and the Great Kanawha, 12 miles below Charleston. It is traversed by the Chesapeake & Ohio Railroad at the junction of the Coal River branch with the main line. On the opposite side of the Kanawha River the Kanawha & Michigan Railroad passes along, with through connections to the Great Lakes, while the river itself, locked and dammed to where it empties into the Ohio, 40 miles away, completes the unsurpassed transportation facilities that promise to play a large part in the upbuilding of the town and the development of the surrounding country.

That is, these are the lines of transportation now in possession. Others are promised, and the promises seem marked for early fulfillment. When the Virginian Railway throws off a line from Surveyor, in Raleigh county, to come down the waters of the Coal River, through the great undeveloped coal territory heretofore mentioned in this correspondence, reaches the Kanawha at this point and from here builds down the valley to the Ohio, on its inevitable way to the lakes, St. Albans will be the converging point of three big railway systems and on important lateral, with all that means of progress and prosperity and commercial importance. That this line will be built by the Virginian nobody can doubt after a thorough study of the geographical and geological conditions. The building of a railroad from the West Virginia coal fields to tidewater is a great work in itself, and a wise one; but it lacks the complement of a lake connection to make it a perfect plan. And from all that

is known and can be inferred from the character of the financier who inspired and is backing the Virginian Railway, he will be satisfied with nothing less. The gratification of his ambition will mean a wonderful growth for St. Albans.

There is another good thing coming this way also, and it will soon be here; that is, the extension of the traction line from Charleston. With the completion of the bridge across the Kanawha to connect Charleston and South Charleston, the traction line will be built to the latter place, and from there here, a distance of some seven miles. Its further extension to Huntington, where the same company of capitalists owns the line from Guyandotte to Ashland, Ky., is in contemplation also, and will be made before many months. But that is getting ahead of the story. The bringing of the traction line from Charleston to this place will be the means of filling up the intervening distance with a series of small farmers and truck-raisers, whose trade will divide itself between the two. For the broad bottoms of the Kanawha lying between the towns lack only the touch of the skilled trucker to flower and fruit into richness unsurpassed.

The old village of "Coalsmouth," the nucleus of the present town, stood where the stage road crossed Coal River, half a mile across the bottom from the Kanawha, for the road kept away from the level bottom land and ran along the foothills at the back in the way usual to the turnpike. The main street of the town is that same old road, too narrow for business convenience, not straight, and impossible of good grading without great expense. But down in the bottom lie broad avenues and straight, level streets, and one of these fine days the main business part of the town will be removed from where it is now to that more eligible scene, and the consequence will be the building up of a thoroughly modern city of handsome buildings and beautiful streets.

On February 29, 1868, the town was incorporated under the name of Kanawha City, as is shown by the transcript of the charter in the quaint, old-fashioned handwriting of the first recorder, found in the records of the town council. Some time during the next four years the Legislature changed the name to St. Albans, though curiously enough the fact is not mentioned in the town records, and is first shown where mere incidental mention of the town name is made some time in 1872. From an early day this was a good trading place, being the chief commercial and distributing point for the counties of Boone and Lincoln, both of which found their most convenient approach to the Kanawha River here. The exploitation of the cannel coal deposits at Peytona, on Coal River, and the consequent locking and damming of that stream gave the town its first real impetus toward business importance and imbued it with considerable life and vigor. By the time the vein of cannel coal had been exhausted and the work abandoned, the strategic importance of the town as a site for the manufacture of lumber had been recognized, and for a number of years that business has been chief among its producers of wealth and makers of prosperity. And so it is yet, indeed, and will probably be for some years to come, for there are still many acres of virgin forests on the Coal River watershed that must feed the big mills located here, their output paying passing tribute on the way to the markets of the world.

On the 31st day of January, 1906, a disastrous fire visited the town, sweeping away most of the business houses, and on February 12 following filled a return engagement, completing the destruction. In place of the old wooden shacks destroyed handsome buildings of brick and stone and

cement have been constructed, and now the business of the place is carried on in handsome structures of modern design and finish. That gave the place the impetus usually given by big fires, and from that time to this there has been a considerable building boom experienced. However, it was not the fire alone that caused the progress, for at the time of the conflagration the Coal River branch of the Chesapeake & Ohio road was being built up both branches of Coal River—Big Coal and Little Coal—into Boone county, thus bringing into the St. Albans zone a good deal of valuable tributary trade territory. The opening up of this new road and the building boom have conspired to put new heart into the people, to make them feel something of their own strength, as well as to open new vistas of opportunity, so that they are now showing the spirit of the modern builders of cities, and are reaching out for new men, new money, new enterprises. Another very appreciable factor in starting the spirit of enterprise into life is the development of the Griffithsville oil field in Lincoln county. This is but a few miles from St. Albans, and the most feasible way of reaching it is through this place over the Coal River road. Eighty-nine wells have been drilled in this field, and not a dry hole struck. Almost daily a new well is being brought in, and with each one the known limits of the field are being extended and the assurance of a large production continuously strengthened. St. Albans is the banking town for the field; it is the town through which the supplies are being handled, and a number of its citizens are drawing royalties and money from leases of lands owned by them upon which the wells are located. Are not these things enough to make the people believe they have a good town?

Among the enterprises now prospering here are the Bowman Lumber Co., with one of the biggest sawmills in the State—it claims the record day's sawing for a one-band mill; the American Column Co., manufacturer of columns, newel posts and banisters; the McGregor Column & Lumber Co., manufacturer of columns, newel posts and banisters; George Weiner & Sons, planing mills and general manufacturers of lumber, while just across the Kanawha River are the Knight Lumber Co. and the Mohler Lumber Co., large manufacturers of lumber. These mills employ about 400 men at the mills and a good many other hundreds in the woods. Their payrolls have added many hundreds of thousands of dollars to the income of the town since they began operations, and are destined to add many more hundreds of thousands. A big flouring mill has been successfully and profitably run here for a number of years, and is still prospering. A large bakery and a first-class laundry cater to the trade, and find patronage for many miles up and down the various railroads. These are establishments of some age, tried and found successful. A more recent addition to the town's business enterprises is a tobacco warehouse, now in its second year. There is a good deal of good tobacco territory close about St. Albans in Kanawha, Boone and Lincoln counties, and this warehouse was established for the purpose of handling the product. It has paid out in 1908 \$150,000, its biggest day's business being \$7300.

Another new enterprise, and one that inevitably followed the oil development, is that of G. W. Long, oil well supply business. Mr. Long has opened up here a house in which he carries a full and complete line of such tools and appliances as are used in drilling oil wells, and is doing a large and prosperous business, as his energy and enterprise deserve.

And this brings us to the best of the new enterprises, and the most important.



It is the Atkinson Foundry and Car Shops, which have under one roof a machine shop 240x36 feet, foundry 72x110 feet, engine-room 34x32 feet. Its equipment is modern in every respect, with the most up-to-date electric machinery, hammers, forges, cranes and air machines. The boilers are fired by gas, and everything has been planned and worked out with an eye to speed in handling work, economy, efficiency and convenience. The regular business of the concern will be the manufacture of coal mine cars and mine equipments, but a general machine and boiler jobbing and repair work will also be done, and, in view of the nearby oil developments, the establishment is fitted up with special reference to repairing the tools used in drilling. The force of men provided for is 100, and the daily output of mine cars when running full time will be 50. The president of the company is ex-Governor G. W. Atkinson, its vice-president and general manager Major Howard Atkinson, son of the Governor. The directors are these two, with W. E. Mohler, C. C. Beury and E. C. Colcord. W. C. Delany is superintendent.

The big existing demand for mine cars and general mine equipments, as well as the prospective demand when the Boone, Wyoming, Logan, Nicholas and Greenbrier fields are opened up, makes the prospect for a plant of this kind particularly bright.

With the opening up of the coal business and the active operation of the mines throughout the country St. Albans must become an important point on the Chesapeake & Ohio Railroad, because of the necessity of doing a large amount of shifting and making up trains here. The Coal River coal basin already has some important mine developments, but nothing to compare with what it will have in the next five or six years, and here is the point at which the trains must be made up preparatory to being taken up by the big locomotives on the main line and hauled to market. The road officials have lately given evidence of their expectation of doing a great deal of business here by purchasing a considerable body of ground near the tracks for use as yards and sidings and general railroad purposes.

The people here are in the full enjoyment of a plentiful supply of fuel gas at a cheap rate, and the gas company is offering special inducements to manufacturers. Being right at the entrance to the great coal fields, an abundance of cheap fuel is guaranteed even after the gas has been exhausted and the cheapness of living, the comparative cheapness of business, dwelling and manufacturing sites all conspire with cheap fuel and excellent transportation facilities to make this a most inviting spot for the establishment of manufacturing industries. Indeed, so anxious are some of the property-owners to start up the manufacturing idea here that they are offering a free site, six-cent gas and \$5000 cash bonus for a glass plant. It is believed by local geologists that glass sand of a superior quality is to be found here.

Good fire-clay is within easy reach of the town, and an excellent quality of building stone abounds nearby.

The municipality has the modern utilities of water, gas, electric lights, sewerage, excellent schools and good markets. The government has been kept free from politics, and Mayor and Councilmen are chosen without regard to party affiliation.

The one bank, with \$25,000 capital stock, is a prosperous institution, neatly housed in a modern brick building of ornamental design. C. D. Hereford is president and C. A. Zerkle cashier.

A newly-organized Board of Trade is taking steps to make the inviting situation and resources of the town known to the outside world, and a small advertising leaflet, full of meaty matter, is being distrib-

uted among the merchants and business men for sending out in every letter that goes from the town to anybody anywhere else. The officers of the Board of Trade are J. V. R. Skinner, president; W. E. Mohler, first vice-president; C. D. Hereford, second vice president; Thomas H. Mohler, treasurer; George C. Weimer, secretary; Will M. Wood, assistant secretary. These men are hustlers—most of them have made considerable fortunes by hustling—and being in earnest about bringing St. Albans to the notice of the world, the world is going to know about St. Albans.

GEO. BYRNE.

### WHERE SOIL IS RICH.

#### The Growing Country Surrounding Hillsboro.

[Special Cor. Manufacturers' Record.] Hillsboro, Texas, January 13.

Hillsboro is the seat of Hill county, which has an area of 1030 square miles, being nearly as large as Rhode Island. It is 65 miles south of Dallas, on the main line of the M., K. & T. and the T. & B. V. railroads. The population is a little over 10,000. It has 14 churches; five public school buildings, besides one new high-school building; one negro school; one State and three national banks; two telephone systems; a modernly-equipped \$50,000 hotel—the Weir; cotton compresses; cotton-oil mill; cotton factory; four large cotton gins; ice factory; a novelty advertising factory; two wholesale groceries; wholesale produce company; candy factory; electric lights; bottling works; exceptionally fine water and sewerage plant owned by the city; one daily and two weekly newspapers; nearly 20 miles of cement sidewalks, with contracts ahead for half as much more; \$60,000 Federal building soon to be erected, besides contracts for some 50 new residences. Hillsboro is the division point of the M., K. & T. R. R., with a monthly pay-roll of \$25,000. In short, it is a thrifty little city with a happy and prosperous population, most of whom own their own homes.

Taxable values for 1908 were \$3,239,070; city tax rate, \$1.07 per \$100, of which 50 cents per \$100 is levied for the support and maintenance of the public schools.

Mayor Ed. Woodall says:

"When you come to consider the county of Hill you will readily see why our city has grown and is continuing to grow. Hill county has 659,200 acres of land, mostly black, waxy soil, of which considerably over 500,000 acres are in cultivation and unexcelled for cotton, corn, wheat, oats, etc. With its six railroads, 500 miles of telephone lines, 21 banks, 11 newspapers, 53 rural delivery routes, 124 school districts, 115 steel bridges spanning her well-watered territory, and with a taxable wealth of \$40,000,000, we have a rich and productive territory to draw from. Strangers are often impressed with the spirit of growth and enterprise of Hillsboro, but if they will stop to consider the back country, from which we draw our wealth, they will readily understand the situation.

"We need in Hillsboro a diversity of interests. We cannot build on sure foundations unless we have a large number of manufactories. Hillsboro needs a garment factory for overalls, pants and shirts, a candy and cracker factory, a cement factory, an opera-house, planing mills, for we are compelled to send away for all sorts of orders for building material; broom factory, cotton mills and canning factories. All of these industries would pay, for the reason we have the raw material right within our own gates."

Mr. H. H. Simmons of Simmons-Read Company, one of the leading real-estate men of the city, says:

"The Brazos River forms the western

boundary of the county for about 50 miles. The farms skirting the river are mostly rich, alluvial chocolate and pecan lands, with a mixture of sand, worth from \$20 to \$50 per acre. Eastward is an undulating valley from three to five miles wide. This section is particularly adapted to small grain and stock-raising, and is also corn, cotton and vegetable land. It is worth from \$25 to \$60 per acre. Continuing east is the Big Four, or black, waxy belt, which extends to the eastern edge of the county, with an average width of from 15 to 20 miles. This is mostly rich, undulating, black, waxy prairie soil, from 4 to 10 feet deep, with joint clay subsoil, as productive when tilled 50 years as when first cropped. This land is worth from \$40 to \$100 per acre, owing to location and improvements. Hence you see we have a rich country to draw our wealth from, and that is just why Hillsboro has forged ahead, keeping pace with the farmers and treating them as one of ourselves."

The Board of Trade has 170 members. Mayor Ed. Woodall is president and A. L. Blanchard secretary. This organization is working on practical lines. A fund is being raised to advertise the city throughout the country as an inviting place both for the manufacturer and capitalist, as well as for the farmer and agriculturist.

ALEXANDER HELPER.

### The Uses of Graphite.

Editor Manufacturers' Record:

In your issue of January 21 I see that Mr. George E. Long, treasurer of the Jos. Dixon Crucible Co., does me the honor of criticising my article, "Graphite in the South," published in the MANUFACTURERS' RECORD of January 7. Mr. Long quotes a paragraph from my article which runs:

"A large portion of crystalline graphite occurs laminated, in the form of fish-scales, which scales are known by the name of 'flakes.' For that kind of graphite is the greatest demand, and it commands the highest price in the market. Graphite flakes are used for making crucibles and other strong heat-resisting articles," and calls that statement of mine a serious error, denying that flake graphite commands the highest price, and that flake graphite is in demand for the manufacture of crucibles and other strong heat-resisting articles. Mr. Long overlooks the fact, indicated in its heading, that my censured article was written on graphite occurring in the Southern States of the great American Union, and not on graphite from foreign countries. Therefore, when I spoke of the prices of the different classes of graphites I naturally had only the prices of American graphite in view, and not those of Ceylon graphite. I know well enough that the higher grades of Ceylon graphite bring the best prices of all, but that kind of graphite was entirely out of question in my article, except a general mentioning. Dealing only with American graphite, I repeat my statement that the flake graphite in its different grades and kinds for various purposes, from refractory furnace parts and articles and crucibles in the metal industry, powder glacing, etc., up to the finest grades of lubricants, commands the highest price in the market.

As far as the demand for flake graphite is concerned, I know from my own experience that I always can easily obtain three orders for flakes to one for granular and amorphous graphite.

Dixons are, I believe, not only the oldest, but also the largest importers of Ceylon graphite, and if they and many of their friends see fit not to use American flakes for crucibles, that is their own business. But conditions might change, so that they would be glad to use for a cornerstone the one that has been thrown away before by

the master builders. For instance, if the graphite deposits of Ceylon should greatly diminish or entirely give out, or an ocean war should break out, cutting off the foreign graphite supply by coast blockades or otherwise for some time, how quick the American manufacturers would be ready to find a way of making good crucibles with American flake graphite, and then the South, with its immense deposits of good flake graphite, would come to the front and receive the recognition it fully deserves.

For the present, if the Dixon Company and its friends, regrettable as it may be, reject the use of American flake graphite outside of the Ticonderoga goods for the use in crucibles, there are others who do not.

What Mr. Long says in regard to the great merits of the Ticonderoga graphite as a lubricant I gladly consent to. But this "peculiar value" must be attributed in no less degree to the soft and smooth, yet tough and endurable flakes from the Alabama deposits, and for them there is unquestionably a great demand.

The concluding sentence in Mr. Long's criticism would be nearly a deadly blow to the future of the American graphite industry, if true. There it is high-handedly said that in the United States of America no graphite exists which can be used for crucibles or for lead pencils, but that is not true. I have sent a sample of amorphous graphite, made from a deposit of graphite ore containing millions of tons of raw material in North Carolina, to a very old and well-known lead-pencil factory in Germany, and that firm was so well pleased with that kind of graphite that it was anxious to make a contract for large quantities of it at a handsome price. The correspondence is in my possession. In addition hereto will say that I can grind the soft Alabama flakes so fine that they can also be used for lead-pencil material.

Now, as to the American flakes being unfit for crucibles. Nature has fortunately deposited flakes in places of the South, and their unfitness for the manufacture of crucibles has yet to be proven.

I had the pleasure of sending Alabama flakes to the world-renowned crucible manufacturers known as the "Morgan Crucible Co." of Battersea, London, and though these flakes were not quite as good as I could have made them, that old and esteemed house wrote me that they liked them and would be glad to enter into further business connections with me.

The reader must kindly use his own judgment in finding out if I have made such a "serious error" in stating that the South is entitled through its natural resources to take high rank amongst the producers of first-class graphite.

DR. F. W. IHNE,

Mining Engineer and Technical Chemist. Graphiteville, N. C., January 23.

### \$500,000,000 FOR WATERWAYS.

#### Commercial Bodies in Support of the Government Bond Issue.

Mr. J. F. Ellison, Cincinnati, Ohio, secretary and treasurer of the National Rivers and Harbors Congress, writes to the MANUFACTURERS' RECORD:

"I wish I had the power to express to you the appreciation felt, not only by the writer, but by all concerned in the work of the National Rivers and Harbors Congress and the cause it represents, toward you and the MANUFACTURERS' RECORD for the magnificent support you are giving to the improvement of the nation's waterways. I can truthfully say that your grasp of the subject is greater than that of any other editor of your prominence in the entire country. You realize in a greater degree what the opening up of the

nation's navigable rivers and the improvement of our harbors means to the producing and consuming element of the entire country. Such articles and editorials as are appearing from time to time in the MANUFACTURERS' RECORD are doing great good for the most meritorious question that is now before the American people."

The National Rivers and Harbors Congress has published a folder setting forth succinctly the practical reasons for an issue by the Government of \$500,000,000 of bonds, to be sold from time to time in such quantities as may be necessary for river and harbor improvement. This folder is being mailed to about 2600 commercial organizations, to all Congressmen and Senators and to about 6000 other persons, together with a letter urging the recipient, if favorable to the project, to communicate directly to his Congressman on the subject.

Already commercial organizations are bestirring themselves in the matter, and the MANUFACTURERS' RECORD has received information from a number of them that they have passed resolutions or have otherwise placed themselves on record in support of the measure. Among them are the following:

Apalachicola (Fla.) Board of Trade, Leland J. Henderson, secretary.

Business Men's League of St. Louis, W. F. Saunders, secretary.

Moline (Ill.) Business Men's Association, C. F. Grantz, secretary.

Portland (Ore.) Commercial Club, E. L. Thompson, secretary.

Tulsa (Okla.) Commercial Club, Erwin Covey, secretary.

Augusta (Ga.) Chamber of Commerce, E. S. Johnson, secretary.

Pajaro Valley Board of Trade, Watsonville, Cal.; George W. Grotter, secretary.

Macon (Ga.) Chamber of Commerce, H. Burns, secretary.

Yuma County Commercial Club, Yuma, Ariz.; Clement H. Coleman, secretary.

New Orleans Board of Trade, H. S. Herring, secretary.

Matagorda (Texas) Board of Trade.

Astoria (Ore.) Chamber of Commerce, John H. Whyte, secretary.

Chattanooga Chamber of Commerce, W. B. Royster, secretary.

Trenton (N. J.) Chamber of Commerce, Woodworth Clum, secretary.

### THRIVING SWEETWATER.

#### Opportunities in an Inland Texas Town.

[Special Cor. Manufacturers' Record.]  
Sweetwater, Texas, January 14.

Sweetwater is an old-established town. It is at the junction of the Texas & Pacific and the Orient railroads, and the town is building up rapidly. The Santa Fe has established a survey from Coleman, Texas, through Sweetwater to Texico, on the boundary line of Texas and New Mexico, making a direct through connection from Galveston to California. The Orient Railroad is projected to run from Kansas City to Port Topolobampo, on the Pacific Coast, a distance of about 1600 miles. This road is already completed from Kansas City to Sweetwater, and through trains are now being run between those two points. The grading is completed from Sweetwater to San Angelo, and steel rails are now being laid on that division. As soon as that gap is completed this road will build from San Angelo west to Presidio, on the Rio Grande.

Sweetwater has a population of about 6000, is the county-seat of Nolan county, and is surrounded by some of the finest farming lands in the State. During the past six months many of these rich and productive farm lands have been sold to farmers of Nebraska, Wisconsin and Minnesota. The city has three banks, churches

and public schools, cottonseed-oil mills and cotton compresses of large capacity. Marl and soapstone deposits lead right up into the city limits. The city has appropriated large sums of money for the improvement of sidewalks and streets. Bonds will soon be issued for the further embellishment of the city.

Said Messrs. Wight & Harp, one of the leading real-estate firms of this city, in speaking of Sweetwater:

"With two trunk-line roads, with absolute certainty of the third, the Santa Fe; a large cottonseed-oil plant, a large cotton compress, an electric-light plant, complete system of water-works and many other smaller factories, the city spending money on good streets, fine pavements, pure water, excellent school buildings, we look forward to Sweetwater assuming a commanding position as one of the leading progressive places in West Texas."

Mr. Thomas Trammel, a man of large business affairs, said:

"A wealth of opportunities exists in and around Sweetwater, and the way people are coming in substantiates all that I have predicted for this place. With our climate, soil, minerals and timber there can be no question as to our growth. We need a few more of the smaller manufactories, more capital, more progressive and intelligent farmers. With good farming lands, according to location as well as cultivation, ranging from \$20 to \$85 per acre, producing all the grain crops, together with the best variety of fruits, I can see no reason why Sweetwater should not grow into a place of commanding commercial and manufacturing prominence."

ALEXANDER HELPER.

### Earthquake Houses.

Herbert Harris, 405 Coventry road, Birmingham, England, writing to the MANUFACTURERS' RECORD in reference to his suggestion that Messina and Reggio be rebuilt with light one-story houses, says:

"The very best thing of all would be houses built one story high, of attractive shape and form, with every convenience, made in galvanized corrugated sheet iron, lined in with match boarding or a kind of felt or non-conductor of heat, and the framework made of light steel fixed in concrete. Such houses as these would stand any amount of swaying about of the earth and not topple over, and if they did topple over the weight of them would be quite unable to harm anyone. As land all around Messina and Reggio is cheap enough, the towns could take a large extension in area, and in case any of the subscribers to your valuable paper making such iron houses want my help in approaching the proper authorities in Italy, which I travel thoroughly every year, and in writing articles in Italian to the different Italian papers to encourage the idea of one-story houses, I shall be at the service of your correspondents."

### Money in Farming.

Mr. George T. Parker, secretary of the Kelford Manufacturing Co., Kelford, N. C., writes to the MANUFACTURERS' RECORD:

"While the South is making rapid strides in all lines, and especially in its moral upbuilding, if the people would all read the pages of the MANUFACTURERS' RECORD they would push the South so that in a few years it would be the leading section of the world. We have the farming lands and we are fast learning how to farm. Many of our people are making \$700 and \$800 worth of crops with one mule on 20 acres of land, and with little expense. We are also fast becoming a manufacturing people."

## FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

### Paper Box Materials and Wax.

Guyot & Tremblais, 61 Rue Chevalier, Levallois-Perret (Seine), France, write the MANUFACTURERS' RECORD:

"We are at this moment seeking paper boxes, compress cartons, cellulose cartons, compressed paper, cellulose itself and all other materials which may be used to make boxes, in place of tin, as receptacles for pastries, shoe polish, stains, paints, varnish, etc. Boxes as holders or containers of alimentary products, milk, etc., also interest us greatly. We would be willing to give the firm which accords us its agency for France an order for boxes as soon as we are advised of the price and terms of sales and have seen the samples. We will put them on the market ourselves with our products, and make both the public and the merchants acquainted with them. We are thinking at this moment of establishing a special branch for handling all kinds of new American products which are current and of ready sale, besides those which now occupy our attention—wax, white wax and beeswax, paints and colors. We should be happy to get agency for 'Carnauba' wax or other special brands. We also give attention to the manufacture of crude material and stucco in imitation of stone and marble of every kind. We hope to be able to establish friendly and permanent commercial relations with your country."

### Gin and Oil-Mill Machinery, Etc.

H. Bevis & Co., P. O. Box 29, Cawnpore, India, write the MANUFACTURERS' RECORD:

"We desire most particularly to be put in touch with the makers of the following machinery: Brush, woodworking, ginning and cotton-oil mill. As regards the last-named we write to say that we feel there is a big future for it in this country. We are considering the question of putting up a small mill ourselves, and would like to have makers' estimates for the complete plant, and would at the same time be disposed to accept the agency for India for the special type of mill we install, provided terms are favorable. At present there are very few cotton-oil mills in India, but the Government of these provinces has now financed the erection of a mill in our own town, not far distant from the factory of the writer, and the results of this enterprise are being keenly watched. From private information the writer understands that the mill has started operations, and that its future prospects are exceedingly good. Once this fact becomes publicly known, there will be a good demand for cotton-oil-mill machinery, and those first in the field, particularly such as have a mill fitted with their machinery, in operation will naturally reap the benefit."

### Fruit Seeders and Nut Shellers.

Ernst Hugo Rohl, Huxter No. 12, Hamburg, Germany, writes the MANUFACTURERS' RECORD:

"The sellers of fruit pits (apricots, peaches, etc.), especially in California, use machines for breaking the hard kernels, getting thus the inside, the pits being sold on a large scale from the United States. Please get your makers to join with their detailed offer a design of these machines, giving all particulars for hand, steam, gas, petroleum or electric motor power, the capacity in kilos of broken ker-

nels, clean pits, separating kernels from shells, size and weight of packages for export f. o. b. New York and c. i. f. Hamburg for output of 200 tons of kernels annually. Also get your makers to offer me a machine for breaking the hard shell of filberts, in order to get shelled filberts, with capacity from 50 kilos and upward per hour, for hand, gas, petroleum, steam and electric motor power; full particulars f. o. b. New York and c. i. f. Hamburg."

### Wanted for Chilean Trade.

G. M. & A. Petitjean, Santiago de Chile, write the MANUFACTURERS' RECORD:

"Our firm is a manufacturers' agency. We visit regularly all Chile, Peru, Bolivia and Ecuador, and wish to establish good connections with important North American manufacturers who would be disposed to do direct business with the clients of our firm. The organization of our travels is a very complete one. We sell every class of manufactures, and each one of us and of our travelers is a specialist in his line, so that we may obtain very nice results with the smallest risks for our correspondents, who have no traveling expense to advance and only pay us a commission on orders from our customers. We remain at your disposition for every information you could want on our country and the outlet that American products may find here."

### For England and Germany.

Stimpson, Davids & Co., 8 South street, Finsbury, London, W. C., England, writes the MANUFACTURERS' RECORD:

"We have established the firm of John Britain & Co. at this address for the handling of household goods only, so as to be able to devote the whole energy to these lines. We are informing you of this fact so as to keep you posted that John Britain & Co. are writing to your friends. We take the opportunity of mentioning that Carl Becker, Jr., of Nordhausen-on-Harz, Germany, has a very large connection for the sale of mining requisites, machine oils, insulating materials and technical novelties. Should you have any manufacturers desirous of opening up in Germany we are sure that this gentleman will do them justice. He is on the lookout particularly for a substitute for 'Dix original Balata belting.'"

### For Canal Zone Developments.

The Santa Clara Development Co., Cristobal, C. Z., Panama, writes the MANUFACTURERS' RECORD:

"A company is being organized here to develop a large timber tract (40,000 acres) in Costa Rica, and we would like to get in touch with machinery manufacturers. We will need logging machinery and about 10 miles of light tramway 20-pound rails, two locomotives, about 30-inch-gauge cars suitable for handling logs and bananas, cocoa-drying machines and cane mills. We also have a cement rock deposit, coal mine and porcelain clay property, and want machinery to develop same. Kindly publish in your development notices."

With the January issue of the Monthly Bulletin of the International Bureau of American Republics is begun a new feature, a brief record of events during the month in past years of Pan-American history. This feature, which has been inaugurated at the request of a number of journalists of the country, is likely to prove an interesting addition to the Bulletin. Among the timely articles of the January number are those dealing with the rivers and ports of Brazil, tobacco, municipal organization and the flags and coats of arms of the American republics.



## TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

### Manchester Cotton Mills.

The stockholders of the Manchester Cotton Mills, Manchester, Ga., have effected permanent organization with the following officers: President, Fuller E. Callaway; vice-president, Roy Dallis; secretary, Willis E. Johnson; manager, C. V. Truit, all of Lagrange, Ga. They and Allen F. Johnson, Milledale, Ga.; Geo. Dole Wadley, Bowlingbroke, Ga.; E. M. Cole, Newnan, Ga.; Charles E. Perkins, Brooklyn, N. Y.; O. A. Barnard and F. Coit Johnson, New York city, and others, are the directors. The MANUFACTURERS' RECORD of January 7 stated the company's plans for erecting a three-story 104x460-foot building and installing 20,000 spindles, with accompanying equipment for manufacturing yarns. A. Francis Walker, Atlanta, Ga., is the engineer in charge.

### Southern Spinning & Manufacturing Company.

The Southern Spinning & Manufacturing Co. of Zebulon, N. C., has organized with Archibald Meldrum, president and engineer in charge; Z. M. Caveness, vice-president; T. J. Horton, treasurer, and Carl H. Heardon, secretary. This company was reported last week by the MANUFACTURERS' RECORD as incorporated with a capital stock of \$300,000. It will build a mill of 5000 spindles, to be operated by steam power, for manufacturing hosiery yarns and a special fabric. Mr. Meldrum and associates announced some weeks ago their intention to form a mill company.

### The Woodlawn Manufacturing Co.

The Woodlawn Manufacturing Co. of Mt. Holly, N. C., will soon complete its 75x100-foot additional building reported last week, and will install 5000 spindles in the structure. This machinery has been contracted for, and will be driven by electrical equipment (from 100 to 125 horse-power), which has not been ordered. This enlargement will about double the company's plant, as it is now operating 5120 ring spindles, which are driven by electricity on cotton-yarn production.

### The Ottaray Mills.

The stockholders of the Ottaray Mills, Union, S. C., have chosen directors, and these have elected the following officers: President, A. W. Smith; vice-president, Ellison A. Smyth (of Pelzer, S. C.); secretary, Claude E. Smith; treasurer, Thos. M. Marchant. This company is capitalized at \$250,000, and, as stated recently, acquires the Aetna Mills, equipped with 21,000 spindles and 500 looms for the production of print cloth.

### To Enlarge Kesler Mill.

The Kesler Manufacturing Co. of Salisbury, N. C., will enlarge its plant, now operating 25,000 ring spindles and 304 broad looms on the production of sheeting. It will build an additional structure, two stories high, 80x120 feet, to accommodate the additional machinery, and is reported as to expend about \$100,000.

### The Woodside Cotton Mills.

The Woodside Cotton Mills of Greenville, S. C., will add 25,000 spindles and

700 looms at a cost of probably \$500,000. This has been decided by the company's directors, and arrangements will be perfected at once for the enlargement. The company is now operating 45,000 ring spindles and 1100 broad looms on the production of print cloth.

### The Cotton Movement.

In his report for January 22 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 144 days of the present season was 9,707,845 bales, an increase of 1,945,763 over the same period last season. The exports were 5,504,172 bales, an increase of 844,528 bales. The takings were, by Northern spinners, 1,625,123 bales, an increase of 745,621 bales; by Southern spinners, 1,146,796 bales, an increase of 602 bales.

### Increased Its Capital.

The Hunter Manufacturing & Commission Co. of Greensboro, N. C., has increased its capital stock from \$500,000 to \$1,000,000. This is an exclusive dry goods commission company for Southern mill products.

### Wants Prices from Mills.

The Fayette Manufacturing Co., Margaret Donaldson, president, Lexington, Ky., wants prices direct from mills on sheeting, pillow-casing, material for nurses' aprons, uniforms, bandages, etc.

### Increased Capital Stock.

The Mooresville (N. C.) Cotton Mill has increased capital stock from \$200,000 to \$400,000. This company operates 27,900 ring spindles and 806 looms, producing sheeting, demets, etc.

### Textile Notes.

The Inman (S. C.) Mills will build an addition providing sufficient space to double present equipment, which is 19,424 ring spindles and 500 broad looms. This company manufactures sheeting.

The Harden Manufacturing Co. of Worth, N. C., contemplates adding 4160 spindles, and will decide within 60 days. It has a building ready to receive the machinery. At present the company operates 6160 spindles on yarn production.

It is reported that J. M. Odell of Concord, N. C., has awarded contract to R. A. Brown's Sons of Concord for the erection of a one-story 80x100-foot building, which will be equipped with spindles for the manufacture of cotton yarns.

D. G. Little of Spartanburg, S. C., proposes the organization of a company with capital stock of \$200,000 to build a cotton mill at Hendersonville, N. C. He offers to furnish \$150,000, provided Hendersonville investors subscribe \$50,000. New York capitalists will probably be interested.

### Atlanta Banks.

[Special Cor. Manufacturers' Record.]  
Atlanta, Ga., January 25.

The banks doing business in Atlanta have increased their deposits from \$1,500,000 to \$2,000,000 during the past year, the combined deposits now aggregating \$25,000,000. The banks have more money on hand than they have had for some time, the real-estate men tell of good business, and there is activity in building circles.

### Packing Plant for Southwest.

The Schwarzschild & Sulzberger Company of Chicago, Ill., advises the MANUFACTURERS' RECORD that it has not definitely decided on a location for its plant in the Southwest. Cities in Oklahoma and Texas are endeavoring to secure this enterprise.

## MINING

### Pocahontas Consolidated Collieries Co. Merger Sustained.

An important decision in favor of the Pocahontas Consolidated Collieries Co., Inc., was rendered by the United States Circuit Court of Appeals at Richmond, Va., on January 16 in the case styled Campbell vs. Jones, affirming the decision of the lower Federal Court.

It will be recalled, as reported last January, that this suit was brought by the dissenting minority holders of the \$300,000 of the preferred stock of the Pocahontas Collieries Co., which was merged with and under the name of the Pocahontas Consolidated Collieries Co., Inc., on July 1, 1907, under the Virginia Corporation Act, the new or merged company issuing \$6,000,000 of 50-year 5 per cent. bonds, \$2,800,000 of preferred stock and \$4,520,000 of common stock upon the combined properties of the company located in the Pocahontas coal field in Virginia and West Virginia.

Under the plan of merger the preferred stockholders of the Pocahontas Collieries Co. were to receive in exchange for this stock \$1,500,000 of the new bonds. All the securities of the several companies merged were exchanged in accordance with the plan of merger except the \$300,000 of this preferred stock of the Pocahontas Collieries Co., and the holders of these shares of stock attacked the merger on the ground that they did not wish to exchange their stock for a 5 per cent. bond, and asked the courts to set aside the merger.

The case was heard in Lynchburg, Va., in June, 1908, in the United States Circuit Court of the Western District of Virginia, and a decision rendered in favor of the company, dismissing the suit, from which an appeal was taken, the result of which was the decision as above mentioned, affirming the decision of the lower court. The effect is to remove any question as to the validity of the securities issued under the plan of merger, and the decision is important, in that it is the first large merger that was made under the Virginia Corporation Act, which act is also sustained by this decision.

The officers of the company are: Isaac T. Mann, president; Charles S. Thorne, first vice-president; Jenkin Jones, second vice-president, and James E. Jones, general manager.

The company has 11 coal mines in Pocahontas region, and about 3000 coke ovens. Its stockholders are located not only in the States of Virginia and West Virginia, but in Pennsylvania, New York and the New England States.

### Wayne Iron & Lumber Co.

The Wayne Iron & Lumber Co. will develop over 100,000 acres of iron and timber lands in Wayne county, Missouri. Recently the MANUFACTURERS' RECORD referred to this company as incorporated with \$2,500,000 capital stock, and it has offices in Greenville, Mo.; St. Louis and Chicago, the president's office being at 235 Railway Exchange, Chicago, Ill.; W. N. Mitchell is president; G. A. Long, vice-president; D. H. Glass, treasurer; E. W. De Moe, secretary. The company owns and controls over 100,000 acres of land in Wayne county, Missouri, upon which is found lumber and iron ore, and it is making plans to develop the property upon a large scale.

### Maximus Metals Corporation.

Articles of incorporation have been granted the Maximus Metals Corporation, with an authorized capital stock of \$3,000,000, for the purpose of developing timber lands and mineral deposits in Halifax county, Virginia. The section in which

the company intends to operate, it is said, is rich in copper, and its main office will be located at High Hill, Va., which is not a postoffice. Officers and incorporators of the company are J. Heath Hill of High Hill, president; Seymour E. Locke, secretary and treasurer, and Matthew P. Kehoe, both of New York.

### Oklahoma Coal.

The production of coal in Oklahoma in 1908, according to a report received by Mr. Edward Wheeler Parker, chief statistician of the United States Geological Survey, from William Cameron, the supervisor of mines, was 2,843,303 short tons, a decrease from the production of 1907 of 22 or 23 per cent. While the financial depression is regarded as partly responsible for the decrease, the introduction of oil and gas as fuel is regarded as having been more effective.

J. F. Robinson of Warne, N. C., has completed his new stamp mill near Blairsville, Ga., and will work gold ores from mines in Union county, Georgia.

### Youghiogeny Power Co.

Several months ago the MANUFACTURERS' RECORD referred to the Western Maryland Coal & Coke Co. as contemplating the construction of a water-power-electrical plant to furnish power for operating coal-mining and other plants near Friendsville, Md. It was then reported that the company had received estimates from John L. Bogart, 19 Exchange place, New York, for a plant to develop 15,000 horse-power and cost about \$1,000,000. Last week the Western Maryland interests incorporated the Youghiogeny Power Co., with a nominal capital stock of \$100,000, to undertake this water-power-electrical proposition. The incorporators are Messrs. Clifford L. Pullen, Willard Brown and Heber Crane of New York city, Carleton M. Moody of Philadelphia, Pa., and Wm. A. Morgart of Cumberland, Md. It is understood that arrangements for building the plant will be given consideration soon. Clifford L. Pullen is vice-president and general manager of the Western Maryland Coal & Coke Co., main offices at No. 2 Rector street, New York.

### Appalachian Engineers.

The annual meeting of the Appalachian Engineering Association will be held at Morgantown, W. Va., February 6. After the election of officers the following papers will be read and discussed: "Municipal Short-sightedness," by Prof. D. C. Weller, city engineer of Waynesboro, Pa.; "Methods Used and Results Obtained in Triangulation of the Fairmont Region," by Mr. John G. Smyth, chief engineer of the Fairmont Coal Co.; "Reinforced Concrete Construction," by President A. Wagner, chief engineer of the Newport News Light & Water Co.; "The Surveyor vs. The Engineer," by Mr. Guy B. Hartley of Morgantown, W. Va. At the evening session will be given a stereopticon lecture on "Machine Mining with the Electric Puncher," by Mr. L. F. Crawford of Pittsburgh, Pa., followed by Mr. E. A. Schubert of the Norfolk & Western Railway, and short talks on "Good Roads," "Concrete Construction" and "Railroad Work," by Professors Morris and Boughton, Mr. C. McC. Lemley of the B. & O. R. R., Dr. I. C. White and others.

### Seeking Location for Plant.

N. M. Snyder, an electrical engineer, 518 East Bronson street, South Bend, Ind., states that he wants information regarding an advantageous location for a plant to manufacture electrical equipment and supplies. He contemplates using about 1500 electric horse-power.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### CHESAPEAKE & OHIO SOLD.

**Edwin Hawley, Who Lately Disposed of Colorado & Southern, Heads the Syndicate.**

Announcement is made in New York that the Chesapeake & Ohio Railway has changed hands, the new owners being headed by Edwin Hawley, a prominent stockholder and director in the Colorado & Southern, which was lately sold to the Hill interests, and Frank Trumbull, president of that line, who, according to report, may be selected to be president of the Chesapeake & Ohio to succeed George W. Stevens, who has been at the head of the property for some years. Other members of the syndicate which has acquired control of the Chesapeake & Ohio are Robert Fleming, representing English capitalists, and F. W. Scott of Scott & Stringfellow, bankers, Richmond, Va.

It is further stated that the change of control was accomplished by the purchase from Kuhn, Loeb & Co. of New York of the former holdings of the Pennsylvania Railroad Co. in the Chesapeake & Ohio, which that firm bought in 1906, amounting in par value to between \$15,000,000 and \$16,000,000, and it is also said that the firm likewise disposed of the New York Central's holdings in the Chesapeake & Ohio, which amounted to about \$8,000,000 of stock. The market price was paid. About 240,000 shares changed hands.

The new owners are reported as saying that they will proceed to develop the Chesapeake & Ohio along liberal lines, securing all the advantages of its independent operation. Expansion will be in accord with the natural development of the road and the sections which it serves. It is suggested that it may be linked up with other properties in the West, perhaps with the Cincinnati, Hamilton & Dayton Railway or the Chicago, Cincinnati & Louisville. Talk of a combination of all the roads in which Mr. Hawley is interested is also heard, but the presence of Mr. Fleming in the syndicate gives rise to a supposition that a connection may be made at Chicago with the Chicago Great Western Railway, in which he represents English interests.

While the outstanding stock of the Chesapeake & Ohio amounts to nearly \$63,000,000, and the deal just closed represented only \$24,000,000, it is said that with the co-operation of other large stockholders the purchasers are assured of domination of the property.

The Chesapeake & Ohio Railway Co. owns over 1800 miles of road, the main line being from Old Point Comfort, opposite Norfolk, Va., to Cincinnati, with a branch from Ashland, Ky., to Louisville. It traverses rich coal, iron and timber territory in Virginia and West Virginia, and the acquisition of large stock interests several years ago by the Pennsylvania and New York Central was for the purpose of regulating principally coal traffic. Changing conditions, however, made it no longer necessary that such control should be held.

One of the recent important developments of the Chesapeake & Ohio was the building of its line from White House to Elkhorn City, Ky., known as the Big Sandy division. It reaches the Breaks of the Big Sandy River in the mountains, and at that point the Carolina, Clinchfield & Ohio Railway is to be connected with it for a coal route to the West.

Possibly this may be the beginning of very extensive developments which will result in a vast increase of coal shipments from the Big Sandy region.

### ASHEVILLE TO HUNTDAL.

**New Line Proposed to Connect With the Carolina, Clinchfield & Ohio.**

Recent reports from Asheville, N. C., say that John H. Carter, president of the American National Bank, and R. S. Howland, both of that city, are interested with Chicago capitalists in a plan to build a railroad connecting Asheville with Hunt-dale, N. C., on the Carolina, Clinchfield & Ohio Railway, which is now being built through Virginia, Tennessee, North Carolina and South Carolina to Spartanburg, in the latter State.

It is further reported from Raleigh, N. C., that a bill has been introduced in the Legislature to charter the Asheville & East Tennessee Railroad Co. to build the line proposed by Messrs. Carter and Howland. The latter is building the Weaverville Electric Railway from a connection with the Asheville Rapid Transit Line, and it is expected that this new track will become part of the proposed line to afford it entrance to Asheville. The route will be from Asheville via Weaverville, Marshall and Burnsville to Hunt-dale. A branch to Barnardsville is also projected. Construction may begin early next summer. Buncombe, Yancey and Madison counties have, it is reported, offered financial aid for the road, and with this it is expected, according to reports quoting the promoters, all the money required can be obtained in season to start work then.

With reference to the foregoing, Mr. R. S. Howland writes from Asheville to the MANUFACTURERS' RECORD thus: "The Asheville & East Tennessee Railroad has been chartered to take over the line of the Weaverville Electric Co. and continue the same to Hunt-dale, N. C., where connection will be made with the Carolina, Clinchfield & Ohio, thus giving Asheville and vicinity a new route to all Northern and Central Western cities and the coal fields of Western Virginia.

"The railroad will also develop the lumber resources of a large territory now without access to the markets, and the important minerals of Yancey county. The line is graded as far as Weaverville, and the cars will begin running to that point early in April. The names of the contractors and engineers will be announced later, as soon as the permanent organization has been formed."

### VIRGINIAN IS FINISHED.

**First Train Run Through from Chesapeake Bay to the Kanawha River.**

The Virginian Railway Co. has run its first train over the entire line from Norfolk, Va., to Deepwater, W. Va., 442 miles, the large bridge over the New River having been just completed. A report from Norfolk, where the headquarters of the company are located, says it is expected to operate through coal trains in a few days, but it is not intended to establish through passenger service until the track is in smoother condition. The first train to run through carried officials.

This is the line built by Henry H. Rogers of New York for hauling to a tidewater port the output of many coal mines. The company is now constructing a branch 24 miles long from Mullens to Pemberton, W. Va., and along it sundry other coal mines will be opened. The road is notable because of its very easy grades against loaded trains.

### Washington, Baltimore & Annapolis.

The Washington, Baltimore & Annapolis Electric Railway Co. operates one of the most modern and best-equipped electric railways in the country. This new system is double-tracked the entire way between Washington and Baltimore, while the single-track branch between Annapolis

Junction and Annapolis has been equipped with the latest safety signals, interlocking switch and telephone systems.

The cars, divided into two compartments, the smaller one being used as a smoker, are massive and beautiful, and are built for comfort and speed. The seats are high-backed and attractively upholstered, and a liberal use of single electric bulbs at regular intervals throughout the car affords brilliant illumination at night. These 55-ton express cars make the run from the heart of the shopping district in Baltimore to the White House Station in Washington in 70 minutes. Over \$1,000,000 have been spent to eliminate grade crossings, so that there is not one dangerous crossing throughout the entire line. The track is very straight, the few curves are gradual and the roadbed well ballasted. At the ends of the route comfortable depots have been provided for passengers.

The company runs 43 limited cars daily, affording half-hour service between Washington and Baltimore and hourly service between each of these cities and Annapolis. The time to Annapolis from Baltimore is one hour; from Washington 70 minutes.

### Engine Terminal at Macon.

Mr. T. S. Moise, general manager of the Central of Georgia Railway Co., Savannah, Ga., writes the MANUFACTURERS' RECORD:

"The contemplated improvements at Macon, Ga., cover a new engine terminal, including ash pits, tracks, coaling station, roundhouse and oilhouse.

"The ash pits will be of concrete, and of such a nature that the ashes may be handled by a locomotive crane with a clam-shell bucket; the same crane will also handle the coal supply, the coaling station consisting of an elevated trestle for dumping and storing coal and movable pockets for coaling the engines themselves, the coal being transferred from the trestle to the pockets by the crane in question.

"The roundhouse will be a brick structure with 32 pits, with a small machine shop annex equipped with a small number of tools for making necessary roundhouse running repairs.

"The oilhouse will consist of a basement and first floor, the basement being used for the housing of the storage tanks, and the first floor for handing out material, storage of waste, mixing of materials and storage of smaller supplies.

"All of the work in connection with the buildings, concreting, etc., is handled by the chief engineer of the company, Mr. C. K. Lawrence.

"As regards proposals for machinery required, this is at the present time indefinite. The machinery will not be ordered for the roundhouse until the building nears completion."

### New Equipment, Rails, Etc.

The Louisville & Nashville Railroad will, it is reported, build in its Louisville shops 500 40-ton drop-bottom gondola cars, while 400 box cars of 65,000 pounds capacity each and 100 40-ton drop-bottom coke cars are to be constructed at its shops in New Decatur, Ala.

The Southern Pacific lines at New Orleans are reported to have received the first of an order for steel passenger cars, also 550 steel freight cars out of an order for 1800.

The Norfolk & Western Railway will, it is reported, purchase 80-pound rails for renewals to meet heavier traffic conditions.

The Chesapeake & Ohio Railway is reported to have ordered from the Standard Steel Car Co. 500 50-ton freight cars and three dining cars from the Pullman Company.

The Wichita Falls & Southern Railway, the Atlanta & St. Andrews Bay Railway and the Florida Land Co. are reported to have ordered one locomotive each from the Baldwin Works.

The order of the San Antonio & Aransas Pass Railway for 500 fruit and vegetable cars and 200 stock cars is reported approved.

### Frisco System Improvements.

Col. B. F. Yoakum, chairman of the executive committee of the St. Louis & San Francisco Railroad, is reported as saying that the Orange & Northwestern division will be extended from Newton, Texas, northward 145 miles via Logansport, La., to Marshall, Texas; that negotiations are in progress to finance the plan, and that construction will begin as soon as possible. The new line would go through a rich timber and farming section.

Colonel Yoakum is further quoted as saying that \$1,500,000 will be spent on the Houston (Texas) terminals, in which plans four companies are interested, viz.: The Frisco, the Santa Fe, the St. Louis, Brownsville & Mexico and the Trinity & Brazos Valley, the latter being a Colorado Southern road.

The Frisco also proposes to build at Beaumont car sheds, a roundhouse and machine shops. These may be erected upon the yard of the Kirby Lumber Co., near the center of the city, on which property the railroad is said to hold an option.

### Rock Island Yards at Hurlbut, Ark.

The Chicago, Rock Island & Pacific Railway Co. has begun the construction of new yards at Hurlbut, Ark., six miles west of Memphis, Tenn. The MANUFACTURERS' RECORD is officially informed that six miles of tracks will be built, and that the expenditure to be immediately made is about \$135,000, including buildings, but, according to a report from Memphis, this is likely to soon be exceeded. The tract of land for the yards is about 20 acres, and will, it is said, contain 25 yard tracks, each 500 feet long. Repair shops and other railroad structures are to be erected, besides a brick and frame hotel for the use of employees. The ground is now being cleared and grading begun. An electric-light plant will be installed for lighting the yards and structures. The Frisco system, controlled by the Rock Island interests, will also use the new yards.

It is not intended to abandon the present yards at Hopefield, Ark., or those on the Memphis side of the Mississippi River. The new yards will merely afford room for handling and storing more cars than the present facilities are able to accommodate.

### Freight Yards and Elevator.

According to a report from Kansas City, the Chicago & Alton Railway, which purchased there a tract of 40 acres of land in 1904, will spend \$750,000 to establish new freight terminals upon it. The land lies in a section known as the East Bottoms, and extends from the junction of the Chicago & Alton tracks with the Frisco system eastward half a mile to the tracks of the Chicago, Milwaukee & St. Paul Railway. In addition to this new work the company proposes, it is said, to remodel its three existing yards, and a new yard for the handling of passenger equipment is to be built. The new freight yard will include, it is further stated, 10 miles of yard tracks and a grain elevator.

### Extension and Change of Gauge.

President R. H. Jones of the St. Louis, Kennett & Southeastern Railroad Co., Kennett, Mo., writes the MANUFACTURERS' RECORD confirming a previous report as follows:

"We intend to construct seven miles of



standard road from Webberville, Ark., to Piggott, Ark., and standardize our present line from Webberville, Ark., to Kennett, Mo.

"The intermediate stations on this line will be West Kennett, Ark.; Nimmons, Ark., and Webberville, Ark.

"The road passes through a country well timbered, as well as good farms. The land after timber is removed is of the best agricultural nature."

#### Laurinburg to Gibson.

A letter to the MANUFACTURERS' RECORD confirms the report that John F. McNair of Laurinburg, N. C., and associates expect to build a railroad from Laurinburg to Gibson, N. C., or to some other point on the Atlantic Coast Line Railroad. The survey is now being made. The road will be 10 or 12 miles long, and it is expected to use about 60-pound rails in its construction. The road is not yet named; neither have officers or directors been elected. The country through which the line will run is principally level, and the builders will not encounter any rocks.

#### Line Revision and Shop Changes.

Superintendent W. G. Haag of the Belton & Temple Traction Co., Temple, Texas, advises the MANUFACTURERS' RECORD thus: "We are not contemplating any extensions at this time, but will make some changes in our present line with the view to eliminating some bad grades and curves. Outside of this we have nothing in contemplation.

"Our car barn and repair shops will be enlarged to double their present capacity, and a system of labor-saving devices will be installed in the shops."

#### New Line Atlanta to Birmingham.

An unconfirmed report from Birmingham, Ala., says that construction of the proposed short line of the Atlanta, Birmingham & Atlantic Railway from Pylriton, Ala., to Atlanta, Ga., is contemplated by the receivers immediately after the completion of the main line and branches now under construction. This would afford a direct route for the company between Atlanta and Birmingham. It is further said that construction of the line may be undertaken this year if the financing can be arranged.

#### Second Track on the N. Y., P. & N.

An officer of the New York, Philadelphia & Norfolk Railroad Co. writes the MANUFACTURERS' RECORD: "It is our intention to construct eight miles of second track in the vicinity of Salisbury, Md.; also a 40-foot span steel bridge in connection therewith. The engineer in charge is H. P. Hummell; contractor, Charles H. Sims Company of Philadelphia, and the bids were opened on January 10."

#### Greenville to Williamston.

The MANUFACTURERS' RECORD is informed that Mr. H. H. Prince has closed financial arrangements for the construction of the Greenville Interurban Railway from Greenville to Williamston, S. C., and has also closed contract with the construction company which will build the road; construction to begin not later than May 1.

#### Railroad Notes.

The Queen & Crescent Line, according to a dispatch from Danville, Ky., has opened its new shops there.

A dispatch from Springfield, Mo., announces that work has been resumed upon the construction of the new shops of the Frisco system there by the Arnold Construction Co., while the Frisco Construction Co. will do the grading necessary.

## LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### HARDWOOD MANUFACTURERS.

Proceedings of Their Association's Convention at Louisville.

At the annual meeting last week of the Hardwood Manufacturers' Association of the United States, held at Louisville, President John B. Ransom in his address recommended that very careful consideration should be given to the question of the tariff on lumber, of vital importance to lumber manufacturers. A special committee on the subject reported through Mr. W. A. Gilchrist, resolutions which were adopted urging that the duties on forest products should not be lowered, at any rate until the general average of the tariff is reduced to the present level of schedule D. Mr. Ransom estimated that in 1908 the lumber cut of the country was 25,000,000,000 feet, a falling off by 35 per cent. of the 1907 production, and he expressed the belief that we have already reached the pinnacle of lumber production, and that from now on there will be a natural decrease on account of the scarcity of our timber supply and an increase in the use of steel and concrete.

Other addresses were by J. H. Dickinson of the Lidgerwood Manufacturing Co., New York city, on logging; by H. W. Stover of Wilcox, Peck & Hughes of New York city, on reciprocal insurance; by M. B. Cline of Washington, D. C., on the work of the forest service; by W. E. Delaney of the Kentucky Lumber Co., Cincinnati, Ohio, on the uniform inspection of hardwood lumber; by W. B. Townsend of the Little River Lumber Co., Townsend, Tenn., on practical lumbering; by Dr. C. A. Schenk, on the protection of young forests, and by Dr. Herman von Schrenk of New York, on the preservation of timber. Reports were made by special committees on grading, standard weights, trade ethics, wagon stock, forest service publications, terms and inspection, drainage and improvement of waterways, and transportation and increase in freight rates. The association elected Messrs. R. M. Carrier of Sardis, Miss., president; F. F. Fee of Little Rock, Ark.; W. B. Townsend, Townsend, Tenn., vice-presidents; C. M. Crawford, Coal Grove, Ohio, treasurer, and Clinton Crane, W. A. Gilchrist, C. R. Lamb, John W. Love, G. E. W. Luehrmann, J. W. Oakford, J. H. Himelberger, John B. Ransom, W. M. Ritter, R. H. Vansant and William Willms, executive board. Mr. Lewis Doster of Nashville was unanimously re-elected secretary by the executive board.

### Yellow Pine Manufacturers.

About 250 delegates and visitors were in attendance at the annual convention of the Yellow Pine Manufacturers' Association at New Orleans last week. President H. H. Foster of Malvern, Ark., called the meeting to order and presented Mayor Behrman, who welcomed the visitors to the city. President Foster thanked the Mayor for his remarks, and then read his annual address, in which he stated that no other industry has been so adversely affected by the panic of 1908 as the lumber industry, yet in no other line has there been so few failures. The report of Secretary George K. Smith of St. Louis showed that there was a net decrease in production in 1908 from 1645 mills of 1,821,216,870 feet, or 20.3 per cent. There was a total of 195 mills out of commission in Missouri, Oklahoma, Arkansas, Louisiana, Texas, Alabama, Georgia and Florida, while there were 108 mills in operation in the same States that were not in operation during

the previous year. The difference between the mills in and out of commission amounted to 280,370,206 feet, making a decrease in production during the year of 2,101,587,076 feet. There was a net decrease in stock on hand during the year of 213,253,859 feet. Stock on hand January 1, 1908, amounted to 858,040,025 feet, and that on hand January 1, 1908, amounted to 700,767,795 feet. The report stated that the outlook for 1909 is more hopeful than a year ago, and the experiences of 1908 should contribute to a betterment of methods, which will be reflected in a gradual and healthy return of values existing in the summer and fall of 1907. "Conservation as Applied to Yellow Pine Forests" was the subject of a paper by J. B. White of Kansas City, while other papers and addresses included those of Judge H. M. Garwood of Houston, Robert Fullerton of Des Moines, N. W. McLeod of St. Louis and others. Resolutions protesting against the removal of the tariff on lumber were adopted and addressed to the ways and means committee of the House of Representatives. General officers and vice-presidents for States were elected as follows: H. H. Foster of Malvern, Ark., president; Phil. S. Gardiner, Laurel, Miss., vice-president; A. J. Neimeyer, St. Louis, Mo., treasurer; vice-presidents, F. R. Gilchrist, Laurel, Miss.; C. W. Greer, Thornton, Ark.; F. H. Lathrop, Birmingham, Ala.; A. W. Ranney, Century, Fla.; J. H. Berkshire, Winona, Mo.; S. D. Woolring, Lake Charles, La.; H. H. Tift, Tifton, Ga., and J. Lewis Thompson, Houston, Texas. Following the adjournment of the convention the newly-elected directors held a meeting and re-elected George K. Smith of St. Louis, secretary, and W. L. Goodnow of St. Louis, assistant secretary.

The Southern Lumber Operators' Association, affiliated with the Yellow Pine Manufacturers' Association, met in annual session immediately after the adjournment of the directors' meeting and re-elected C. D. Johnson of St. Louis, president, and George K. Smith, secretary and treasurer.

At the special invitation of the Great Southern Lumber Co. many of the delegates and visitors visited the company's plant at Bogalusa. In connection with the meeting of the Yellow Pine Manufacturers' Association a successful concatenation of the order of Hoo Hoo was held, at which the New Orleans Hoo Hoo entertained delegates and visitors to the convention. About 50 "kittens" were initiated into the mysteries of the Black Cat.

### National Lumber Exporters.

At the ninth annual convention of the National Lumber Exporters' Association at Cincinnati last week, the following officers and directors were elected: Harvey M. Dickson, Norfolk, Va., president; Fred Arn, Chattanooga, first vice-president; Edward Barber, Cincinnati, second vice-president; Richard W. Price, Baltimore, treasurer; E. M. Terry, Baltimore, secretary, and L. Palmer, New Orleans, assistant secretary. Directors—John L. Alcock, Baltimore; George M. Speigle, Philadelphia; G. A. Farber, Memphis; William M. Ritter, Columbus, and Fred Brenner, Cincinnati.

### Buys Timber in Kentucky.

A dispatch from Jackson, Ky., states that W. H. Winterbottom & Son of Grand Rapids, Mich., have purchased from Floyd Day a tract of timber land on Frozen Creek for \$35,000. The purchasers, it is announced, will install sawmills at once for the development of the timber.

### Big Cypress Purchases.

Two important deals for cypress timber in St. James' Parish, Louisiana, are referred to in current reports, which an-

nounce the purchase of 50,000,000 feet by the Louisiana Cypress Co. of New Orleans, and 50,000,000 feet by the Litcher & Moore Cypress Lumber Co. of the same city. It is understood that sawmills will be installed for the purpose of developing the timber.

### Yellow Heart Pine Timber.

The Henderson Manufacturing Co. of Henderson, N. C., wants prices on yellow heart pine timber sawed in the rough.

### Lumber Notes.

The tenth annual convention of the National Builders' Supply Association will be held at Louisville on February 9 and 10.

The Galveston (Texas) Builders' Exchange has elected the following officers for the ensuing year: President, Fred Hartel; vice-president, R. C. Malitz; secretary, Edward F. Drewa; treasurer, F. Jones; sergeant-at-arms, John Peterson.

The Carrabelle Lumber Co. of White Springs, Fla., has incorporated with a capital stock of \$600,000. Its officers include B. F. Camp, White Springs, president; William N. Camp, Ocala, Fla., vice-president, and George L. Camp, White Springs, secretary.

### Railroad Management.

In an address recently before the Board of Trade of Farmville, Va., President L. E. Johnson of the Norfolk & Western Railway, said:

"The cause of the railroads has been in the limelight of criticism during the past five or six years. The American people have been thinking over the situation. The first information they had was from agitators who were to be benefited politically by agitation. Gradually the true facts have permeated the body politic, and the conclusion seems to be coming that the railroad companies of this country, with hard problems before them, are being managed by American individuals with the same degree of business ability, honesty and character that the other great businesses of the country are conducted, and that these companies are entitled to the same just, fair and reasonable consideration that the other business interests of the country receive at the hands of the people. I shall be satisfied with the final verdict and judgment of the American people, and I believe that it will be that these companies shall, under that reasonable regulation of law which ought to control a business engaged in quasi-public service, be bidden to proceed with the great work of development which they have undertaken, with the assurance that they will receive at the hands of the people the same just and reasonable consideration that is accorded to every other individual and property interest protected by American law and sentiment of fair dealing."

### Alabama Fire Waste.

Impressed by the fact that much of the waste by fire in this country is preventable, the Mobile Commercial Club, John Craft, president, is arranging for a conference at Mobile May 3-7 to arouse a public sentiment in favor of uniform progressive laws that may tend to diminish losses by fire in Alabama. The club has invited to the conference the State, county and municipal officials, commercial organizations and representatives of insurance companies in the State.

### Location for an Architect.

The MANUFACTURERS' RECORD is advised that an excellent opportunity is offered for the establishment of an architect's office at Fayetteville, N. C. Further information can be obtained by addressing the E. A. Poe Brick Co. of that city.

## MECHANICAL

### Development of Edison Portland Cement.

The inventive mind of Thomas A. Edison early foresaw the great future of Portland cement. Not content in the early eighties with accepting the theories and practices of those then manufacturing the product, he made elaborate and exhaustive experiments and became convinced that the finer grinding of cement would make a better and more reliable product. He felt convinced that the finer the cement, other



SOUTHERN POWER CO.'S ROCKY CREEK DAM.

things being equal, the more sand it would carry, and he determined to establish a plant that would grind the material to the finest degree possible. He located his plant on exactly the same geological formations of the other leading New Jersey and Pennsylvania mills. In addition to designing special machinery to obtain a finer material, Mr. Edison made a marked departure in the length of his burning kilns. Against the advice of experts he increased their length from 60 feet, the longest used up to that time, to 150 feet, and his foresight in this is borne out by the fact that the longer kiln is the most used today in modern plants.

These and other interesting facts con-



SOUTHERN POWER CO.'S GREAT FALLS DAM.

cerning the value of finer-ground cement are from an elaborately illustrated catalogue recently published by the Edison Portland Cement Co., 1133 Broadway, New York. In addition to covering in the introduction the reasons for Mr. Edison's conclusions, the publication contains a description of how Edison Portland cement is manufactured, showing the care exercised in every step of the passage of the materials through the plant; the views of authorities in this country and Europe on the importance of fine grinding; standard specifications for Portland cement as adopted by the American Society of Civil Engineers and the American Society for Testing Materials, and a description of

how to mix for the benefit of the inexperienced worker.

The catalogue contains illustrations of a wide variety, showing Federal and municipal construction work in all parts of the country, together with the best specimens of architectural endeavor which concrete and reinforced concrete have made possible. The examples include filtration plants, bridges, viaducts, subways, tunnels, storm relief sewers, gigantic ice piers, hollow and solid dams, skyscrapers, dwellings, garages and enormous spans of interior construction. Two illustrations of work in the South are presented herewith. These are two water-power developments of 40,000 horse-power each of the Southern Power Co., at Rocky Creek station and Great Falls station in South Carolina. In the former 100,000 barrels and in the latter 80,000 barrels of Edison Portland cement were used.

### New Rubber-Forming Process.

Frederick J. Gleason of Walpole, Mass., vice-president and general superintendent of the Massachusetts Chemical Co., has invented a process of forming rubber goods over a mandrel or core made of material fusible at a low temperature. Two methods of constructing hollow rubber goods having a fixed mechanical strength, such as hot-water bottles, have been heretofore available. One has been to build them up from sheet rubber and cure in heat, without pressure, the joints consisting of a cemented lap. The disadvantage of this process is that the cement weakens under usage.

The other way has been to leave an opening or make an incision large enough to remove the solid inflexible core or mandrel. This opening, subsequently closed by revulcanizing, has always been the weakest part of such an article of rubber manufacture. In the process invented by Mr. Gleason the core or mandrel fuses at the same temperature at which the rubber vulcanizes. Rubber goods may be made to any thickness and mechanical strength over this fusible core and subjected to any necessary pressure of the mold. The core may be made of fusible metal fusing at the desired temperature, but the patent includes any suitable fusible material. Heat applied to the exterior of the mold will cure the rubber from the exterior to the interior and melt the core while vulcanization is being effected.

It is then naturally a simple matter to remove the core in liquid form through the neck of the bottle in the instance of the rubber bottle or through the valve in the instance of the tire, etc.

This process is the result of the accumulated skill and experience of the staff headed by Mr. Gleason and engaged in research work connected with the manufacture of rubber products for mechanical and electrical purposes for the past 17 years.

### Sea-Water Tests of Concrete.

All conditions have now been perfected for the tests under the supervision of the United States Navy Department at the Charlestown (Mass.) Navy-yard to determine the effect of sea water upon concrete, both as regards climatic conditions and chemical action.

Specimens will be built in molds in the sea, properly erected for easy inspection and photographing, and so marked as to be easily identified. A careful record of the materials and the methods used is to be kept for each specimen. The piers will be 16 inches square and 16 feet long, so placed that the lower two feet will be permanently immersed in sea water, and that the top will probably never be immersed. There are to be 24 piers. In the first series of specimens a standard average composition Portland cement will be used

throughout, which shall pass the standard specifications of the American Society of Testing Materials, as required by the Navy Department. In making other specimens Portland cement will be selected for various characteristics; some will be entirely free from iron; others will be high in alumina or low in alumina. Some iron-ore cement will be used, which is practically free from alumina; slag cement will also be employed. Various proportions of cement, sand and stone will be used, some mixed quite dry; others with sufficient water to make the concrete plastic, and still others will be mixed very wet.

Special conditions of mixing will be provided for certain specimens. In one case the mixing will be much better than ordinary commercial mixing; in others sea water will be employed. Hydrated lime, Sylvester mortar and clay will also be used.

Another series of specimens will consist of 15 cubes 6 inches on a side of specified composition. One-third of these, after being thoroughly wet, will be immersed in sea water; another third will be supported at about half tide, and the rest will be kept perfectly dry, but exposed to the water. In addition, briquettes will be made of the same cement and proportions of mortar as used for the large specimens. These will be held subject to tests at intervals marking a period of years. They will be exposed in different ways, and serve as a basis for tests of strength. All cement will be tested for physical and chemical properties. The same tests will be applied to the stone. The exact nature of the various ingredients, such as sea water, hydrated lime, Sylvester mortar and clay will be determined. The specifications go into considerable detail regarding the methods of mixing, building forms, reinforcing, testing, etc.

These tests are being undertaken by the Aberthaw Construction Co. of Boston, assisted by Herbert L. Sherman, cement chemist of Boston, and, as previously stated, under the supervision of the United States Navy Department. The results will be reported from time to time, and will be awaited with much interest, owing to the important data they will provide engineers and other in planning concrete work where it comes in contact with sea water.

### New Planing-Mill Exhauster.

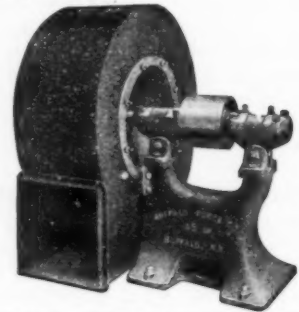
Realizing the many and varied uses to which a steel-plate exhauster is applicable, the Buffalo Forge Co. of Buffalo, N. Y., has perfected a new steel-plate exhauster fan of distinctly new features.

The most noteworthy feature is the facility with which the discharge may be adjusted to any desired angle required. This involves simply the loosening of a few bolts and the entire shell may be revolved about the center, thus giving any angle of discharge. Unlike other fans of this type, the shell may be revolved without the disconnection of the suction pipe, and the hook bolts may be operated without working inside the fan. All adjustments may be made in a few minutes, and from the outside of the shell. The suction ring and pedestal are interchangeable with very little labor, thus making it either right or left hand. Thus it is evident there is embodied in one fan the ability to meet any condition; that is, the fan may be either right or left hand, and adjustable for any angle of discharge.

As these fans are subjected to severe and continuous service, durability is an important factor in the design. The shell is constructed of heavy steel plate, reinforced with angle irons. The pulley is mounted on a heavy cast-iron pedestal entirely independent of the fan shell. The bearings are of new design, and of the

oil-ring type. They are made extra long, and each one contains two oil rings. Each bearing is pivoted on a king bolt, thus automatically securing perfect alignment. Thus with the unusually large bearing surface and ample self-lubrication the fan may be run continuously at high speed without undue friction and correspondingly hot bearings.

As the name implies, these fans are built as exhausters, which construction consists of the single inlet orifice and overhanging blast wheel. The latter consists essentially of a cast-iron hub, with wrought-iron spider arms, conical side-plate and steel-plate blades, with backwardly-curved tips. The blast wheel is of large diameter, and has six blades, thus giving a maximum blast with a lower peripheral speed.

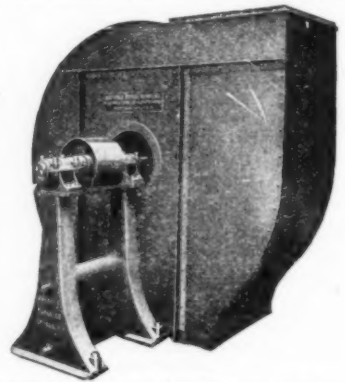


BUFFALO STEEL-PLATE EXHAUSTER.

The fan is of a neat, compact, attractive appearance, and is economical of floor space. The two most important features of design are the economical handling of various volumes of air and the property of "standing up" under the severe and long-continued service to which in numerous instances this type of fan is subjected.

The fan is built in sizes ranging from 30 to 80 inches, and may be specially constructed to meet unusual conditions, as for handling shavings of long stringy nature, in which case the fan is so constructed to prevent clogging of blades. For handling refuse from emery wheels the blades and shell are made of extra heavy material to withstand the abrasive action of the refuse.

The facility with which this fan may be



BUFFALO STEEL-PLATE EXHAUSTER.

adjusted as to angle of discharge should demand instantaneous recognition. This feature eliminates ungainly and irregular piping, and does away with sharp angle.

This fan is applicable to numerous industrial processes, prominent among which are the removal of shavings, sawdust and refuse from woodworking machines, refuse from buff and emery wheels and various other abrasive processes, exhausting dust from foundry cleaning-room. It may also be used in forge shop in connection with the Buffalo down-draft forges.

The National Canners' Association and allied industries will meet at Louisville, Ky., February 1-6. Mr. Charles S. Cray of Hoopeston, Ill., is president of the association, and Frank E. Gorrell of Belair, Md., is secretary.



# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY

The MANUFACTURERS' RECORD seems to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

### BRIDGES, CULVERTS, VIADUCTS

Guthrie, Okla.—City will construct steel viaduct at Noble avenue, to extend over tracks of Atchison, Topeka & Santa Fe Railway Co., recently incorrectly noted to build viaduct. Address City Engineer.

High Bridge, Ky.—Cincinnati, New Orleans & Texas Pacific Railway (Queen & Crescent Route), H. E. Warrington, chief engineer, Cincinnati, Ohio, is considering construction of reinforced concrete bridge to replace present structure at High Bridge; steel-arch structure, for which plans have been prepared, is estimated to cost \$1,250,000; present bridge is 1238 feet long. (Recently mentioned.)

Memphis, Tenn.—St. Louis Southwestern Railway Co. will not expend \$1,000,000 in improvements to tracks and rebuilding of bridges on line to Memphis. (Recently incorrectly reported.)

Nashville, Tenn.—Bill introduced in Legislature to provide for issuance of \$250,000 bridge bonds. Address Davidson County Commissioners.

Richmond, Va.—Company is being organized to construct bridge on site of present Mayo's bridge, connecting Richmond and Manchester; structure to be of reinforced steel concrete, with roadbed 40 feet wide and two 5-foot sidewalks; cost about \$150,000; George C. Gregory, Mutual Bldg., holds option on Mayo's Land & Bridge Co.'s property; A. R. Mayo of Southside Land Co. is associated with Mr. Gregory.

### CANNING AND PACKING PLANTS

Galveston, Texas.—William D. Shepherd, Chicago, Ill., and associates contemplate establishment of cannery near Galveston.

Hohenwald, Tenn.—Hohenwald Canning Co. incorporated with \$10,000 capital stock by J. W. Lomax, R. H. Locker, C. D. Loveless and others.

Magnolia, Ark.—Magnolia Canning Co., recently reported incorporated with \$20,000 capital stock, will erect building 165x120 feet; brick and frame; cost of building and equipment \$30,000; P. H. Roberts, architect; proposals for machinery to be opened February

6; will produce canned goods, pickles and glass preserves; capacity 40,000 cans daily; T. J. Carter, president; J. O. Hutchinson, vice-president; T. J. Blewster, secretary; P. H. Roberts, manager. (See "Machinery Wanted.")

New Orleans, La.—National Packing Co. is having plans prepared by Crosby & Henkel, New Orleans, for packing plant.

Poquoson, Va.—York Canning Co. incorporated with \$5000 capital stock; E. D. Smith, president; W. H. Hopkins, secretary; Thos. B. Riggins, treasurer.

Stuttgart, Ark.—A. J. Stevens will be manager for cannery to be established.

### CLAYWORKING PLANTS

Louisville, Ky.—Tile.—American Mosaic & Tile Co. incorporated with \$10,000 capital stock by Romano Rosa, Keno Rosa and John S. Rice.

Lumberton, N. C.—Bricks.—J. B. Blackman, Fork, S. C., will establish brick plant in Lumberton.

Wadesboro, N. C.—Brick.—Wadesboro Brick & Lumber Co. incorporated with \$10,000 capital stock by W. T. Brasington, C. S. Brasington and T. J. Covington; purchased plant of W. T. Brasington and will continue operations.

### COAL MINES AND COKE OVENS

Barrellville, P. O. Pamosa, Md.—Philadelphia capitalists have purchased Cumberland Basin Coal Co., and contemplate improving plant by introducing electricity both for operating machines and motor haulage. David Williamson has been retained as superintendent.

Chattanooga, Tenn.—American Coal Land Co., recently reported incorporated, organized to purchase certain real estate to be held and operated as leasehold property; at present will only collect royalties from mines already in operation, make other leases and possibly acquire other real estate; later may operate.

Falls City, P. O. Samantha, Ala.—Warrior Coal & Lumber Co. incorporated with \$125,000 capital stock by F. N. Wilson of Falls City, S. Myers and C. P. Smith, Reading, Pa.

Pike County, Ky.—Harry A. Loche, 547 Drexel Bldg., Philadelphia, Pa., acting for himself and associates, writes that he has contracted to purchase four operating coal mines on Chesapeake & Ohio Railway, and will take over properties as soon as titles have been approved; properties will be consolidated and entire output will be used for manufacturing coke; over 2000 coke ovens to be constructed. Mr. Loche is negotiating for additional coal properties, and all the mines will be equipped with electrical machinery for cutting, lighting and power. He is also negotiating with export lumber company relative to cutting timber on the lands. (United Coal, Iron & Lumber Co., reported last month as incorporated with \$1,000,000 capital stock, to be holding company for Loche propositions; Black Warrior Coal & Coke Co. will be an operating company.)

Upper Potomac, W. Va.—Upper Potomac Coal Co. (main offices, Philadelphia, Pa.) will, it is reported, develop coal lands in Garrett county, Maryland.

### CONCRETE AND CEMENT PLANTS

Oklahoma City, Okla.—Oklahoma Cement, Brick & Product Co. incorporated with \$50,000 capital stock by E. L. Benedict, W. C. Burke and W. G. Kennedy.

Weatherford, Okla.—Corporation has secured land and will build plant for manufacturing Portland cement; will issue bonds for \$500,000. Address C. B. Blake, secretary.

### COTTON COMPRESSES AND GINS

Memphis, Tenn.—Southern Cotton Bagging Co., Norfolk, Va., contemplates, it is reported, purchasing cotton compress. (See "Miscellaneous Manufacturing Plants.")

San Marcos, Texas.—E. N. Phillips, Dallas, Texas, will establish cotton compress in San Marcos.

Speegleville, Texas.—W. B. Jones will establish cotton gin.

### COTTONSEED-OIL MILLS

Nashville, Ga.—Company organized with W. B. Goodman president and Albert Sweet secretary to establish cottonseed-oil mill and guano factory.

### ELECTRIC-LIGHT AND POWER PLANTS

Ashburn, Ga.—City has voted \$55,000 of electric-light, water-works and school bonds. Address The Mayor. (Recently mentioned.)

Atlanta, Ga.—Piedmont Power Co. has organized with Louis B. Magid (of Tallulah Lodge, Ga.) president and J. S. B. Thompson secretary-treasurer; plans construction of water-power-electric plant; recently reported incorporated with \$3,000,000 capital stock; offices, 811 English-American Bldg., Atlanta.

Baltimore, Md.—Board of Awards has approved specifications for installation of lighting system around swimming pool at Patterson Park, and bids will be received until February 3; Ferdinand C. Latrobe, president Park Board. (Recently mentioned. See "Machinery Wanted.")

Batesville, Ark.—H. H. Bule, Buffalo, Ark., is interested, it is reported, in construction of dam across Buffalo River, from which power will be obtained for operating electric line.

Birmingham, Ala.—Louis Pizitz, Sol Cahen and others are interested in organization of company to construct electric-light plant.

Brunner, P. O. Houston, Texas.—Brunner Water & Light Co. will issue about \$40,000 of bonds for construction of plant recently mentioned to furnish Brunner and Chaneyville with water and light; J. W. Pruett is president. (See "Water-works.")

Denton, Md.—Peninsular Light & Power Co., Thos. F. Garey, president, 16 East Lexington St., Baltimore, will develop water-power and transmit electricity to Denton; 100 horse-power to be developed; dam already built; wheels installed; engineer not selected; proposals for construction and machinery received about April 1; recently incorrectly noted under Denton, Texas. (See "Machinery Wanted.")

Dermott, Ark.—City has purchased and will enlarge and operate electric-light plant. Address The Mayor.

Eldorado Springs, Mo.—Eldorado Springs, Tiffin, Monegaw Springs & Lowry City Railroad Co., C. A. Edgar, Eldorado Springs, president, has begun preliminary work on power plant recently noted to be erected on Osage River.

Faunsdale, Ala.—City invites correspondence from contractors or manufacturers relative to construction of a contemplated water-works system and electric-light plant. Address Siddons Stollenwerck, Town Clerk. (See "Machinery Wanted.")

Friendsville, Md.—Youghiogheny Power Co. incorporated with capital stock of \$100,000 by Clifford L. Pullen, Willard Brown and Heber Crane of New York city; Carleton M. Moody of Philadelphia, Pa., and William A. Morgart of Cumberland, Md.; to develop water-power and build electric plants on Youghiogheny River and tributaries in Garrett county, Maryland; Messrs. Brown, Pullen and Crane are respectively president, vice-president-general manager and treasurer of Western Maryland Coal & Coke Co., reported last September as contemplating construction of water-power-electric plant; John L. Bogart, 19 Exchange Pl., New York, was mentioned as having estimated that three dams (30, 75 and 100 feet high) will accumulate enough water for turbines to develop 15,000 horse-power; estimated cost of plant, \$1,000,000. Address Mr. Pullen at offices of Western Maryland Coal & Coke Co., No. 2 Rector St., New York City.

Houma, La.—Board of Aldermen employed Anderson Offutt, New Orleans, La., to superintend construction of electric-light plant, accepted plans and specifications and authorized advertising for bids to be opened February 9. Dreu Augers, Clerk. (See "Machinery Wanted.")

Mammoth Spring, Ark.—Mammoth Spring Electric Light Co. will replace its burned electric-light plant as soon as possible, rebuilding on enlarged scale, of fireproof construction, and for day and night circuit; expects to install 150-kilowatt machines; Mrs. J. M. Archer, manager. (Recently mentioned.)

Mannington, W. Va.—Consumers' Electric Light Co. incorporated with \$100,000 capital stock by C. E. Morris, H. A. Nolk, Herman A. Hundt and others.

Nashville, Tenn.—Board of Public Works awarded contracts aggregating total of \$18,

023.40 for various branches of work in connection with erection of addition to municipal electric-light plant. Contracts awarded include steel work, Stewart & Bruckner Company, \$2250; carpentry, W. F. Holt, \$5500; brick work, J. H. Hutchinson & Sons, \$4689; concrete work, Adamant Stone & Roofing Co., \$2882; roofing, Minton & Wilson, \$1295; all of Nashville. (Previously mentioned.)

Mt. Pleasant, Tenn.—City considering issuance of \$150,000 of bonds for construction of electric-light plant, sewer system and water-works. Address The Mayor.

Pineville, Ky.—City has prepared ordinance and will soon advertise for bids for 20-year franchise to construct electric-lighting and power system; plant to be of at least 180 kilowatts capacity and be equipped with two or more dynamos, directly connected, neither of which to have capacity of less than 80 kilowatts, and also be provided with two or more engines, each to have capacity sufficient to operate respective dynamos; B. H. Broughton, City Clerk.

Rome, Ga.—Rome Railway & Light Co. will issue \$250,000 of bonds, \$27,000 for paying part of street-paving expenses, and remainder for enlarging and improving power plant.

Ruston, La.—City has disposed of \$33,000 of water and electric-light bonds. Address The Mayor.

El Reno, Okla.—Chickasha Water-Power Co., Chickasha, Okla., will apply to City Council of El Reno for franchise to furnish power and light; power will be transmitted from water-power-electric plant on Washita River, near Chickasha.

Hobart, Okla.—Hobart Motor-Power Co. incorporated with \$10,000 capital stock by R. E. Nye, J. H. Montgomery and H. H. Hoover.

Samson, Ala.—Howard Butt, 121 Sayre St., Montgomery, Ala., has been selected by city as engineer in charge of constructing light system and water-works at Samson; \$25,000 of bonds will be issued; W. J. Gresham, Mayor. (See "Machinery Wanted.")

South Hill, Va.—City Council granted franchise to South Hill Manufacturing Co. to install electric-light system.

Spencer, N. C.—East Spencer will ask Legislature for authority to issue \$25,000 light and water bonds. Address The Mayor.

### FLOUR, FEED AND MEAL MILLS

Buena Vista, Va.—Corn and Feed.—Buena Vista Mills, Paul M. Penick, president, will rebuild cornmeal and feed mill recently reported burned; brick structure; plans not made.

Chestnut Creek (postoffice Sydnorsville), Va.—Flour.—W. L. T. Hopkins, Sontag, Va., will erect proposed flour mill; will construct concrete dam for power; mill building 40x28 feet; wood and metal roof; cost \$1000; machinery to be purchased; capacity, 40 barrels flour daily. (See "Machinery Wanted.")

Hurdle Mills, N. C.—Hurdle Milling Co. incorporated with \$25,000 capital stock by J. F. Harris, Hurdle Mills, R. F. D.; W. A. Bradshaw, J. T. Cates, both of Roxboro, N. C.

Martinsburg, W. Va.—Target Brand Co. incorporated with \$100,000 capital stock by John W. Stewart, W. T. Frame, C. W. Tabler and others.

Salem, Va.—Howrey & Taylor will, it is reported, establish 75-barrel flour mill.

### FOUNDRY AND MACHINE PLANTS

Baltimore, Md.—Iron Buckets, Cans, etc.—Baltimore Metal Stamping & Manufacturing Co. has leased property at 427 and 429 North High street, and will alter, improve and equip for manufacture of buckets, cans and other heavy ironware.

Birmingham, Ala.—Iron Foundry.—Piper-Rust Iron Co. incorporated with \$12,000 capital stock; C. E. Piper, president; S. M. Rust, vice-president; E. J. Lee Rust, secretary; E. M. Rust, treasurer.

Fort Worth, Texas.—Farm Implements.—Multnomah Manufacturing Co., Portland, Ore., will, it is reported, establish plant in Fort Worth for manufacturing farm implements, gasoline and gasoline traction engines.

Hattiesburg, Miss.—Locomotives.—Seymour Locomotive & Equipment Co. incorporated with \$30,000 capital stock by W. E. Seymour, Hattiesburg, and William Seymour, Chicago, Illinois.

Houston, Texas.—Peden Iron & Steel Co.

increased capital stock \$75,000, making total capitalization of \$500,000; D. D. Peden, Jr., is secretary-treasurer.

Marshallville, N. C.—Harvesting Machines.—Ash-Lee Manufacturing Co. incorporated with \$125,000 capital stock by M. K. Lee, Fanton, O. Caudle and others.

Memphis, Tenn.—Machines.—Memphis Machine Works awarded contract to James Hutchinson, Memphis, for rebuilding portion of plant previously reported burned and erection of two-story brick and concrete addition; total cost, \$10,000. (Recently mentioned.)

Oklahoma City, Okla.—Concrete Machinery.—O. C. Green Concrete Machinery Co., recently reported incorporated with \$25,000 capital stock, will manufacture concrete machinery; O. C. Green, president; S. J. Carpenter, secretary; machinery purchased.

Oklahoma City, Okla.—Incinerators.—Conley Incinerator Co., recently reported incorporated, has organized with \$100,000 capital stock; E. B. Mitchell, president; Joseph Conley, vice-president, both of Anadarko, Okla.; S. J. Carpenter, secretary Oklahoma City; company has contracted with other parties for assembling for the present, but will shortly erect factory building.

St. Louis, Mo.—Laundry Machinery, Galvanized Iron, etc.—Atlas Manufacturing & Stamping Co. incorporated with \$50,000 capital stock by F. M. Wilcox, P. M. Wilcox and August Walz, Jr.

St. Louis, Mo.—Bakers' Machinery.—American Bakers' Machinery Co. incorporated with \$5000 capital stock by Frank Stelch, Kenneth L. Green, George F. Cottrill and others.

#### GAS AND OIL DEVELOPMENTS

Charleston, W. Va.—Interstate Natural Gas Co. incorporated with \$100,000 capital stock by V. L. Black, George S. Couch, Jr., S. P. Richmond and others.

Charleston, W. Va.—Triangle Oil Co. incorporated by J. J. Thayer, J. M. Slack, W. B. Geary and others.

Charleston, W. Va.—Roe Oil & Gas Co. incorporated with \$50,000 capital stock by J. W. Crider, John Davidson, both of Charleston; W. E. Roe, Williamston, W. Va., and others.

Clay County, Ky.—Guffey & Galey, Pittsburgh, Pa., have leased 5000 acres of oil and gas lands in Clay county and are arranging to drill test wells.

Kentucky.—Cumberland Natural Gas Co., Barbourville, Ky., is, it is reported, arranging to develop gas lands in Knox and Wayne counties.

Laredo, Texas.—City granted franchise to S. N. Johnson and L. A. Reiser to lay gas mains and supply gas in Laredo; gas to be supplied from well near Aguilares.

Nowata, Okla.—Loretto Oil & Gas Co. incorporated with \$30,000 capital stock by Catherine Cunningham, F. C. Noble and others.

Rich Hill, Mo.—Rich Hill Natural Gas Co., recently reported incorporated with \$12,000 capital stock, will install drilling machinery, etc., for natural gas development; H. M. Ruble, president; W. W. Cheverton, vice-president; R. A. Bailey, secretary; J. W. Jamison, treasurer. (See "Machinery Wanted.")

San Antonio, Texas.—W. H. McGoldrick, Dallas, Texas, has applied for franchise to construct natural-gas pipe line to San Antonio.

Shreveport, La.—Benedum-Trees Oil Co., Pittsburg, Pa., has applied for franchise to construct pipe line to Shreveport.

#### ICE AND COLD-STORAGE PLANTS

Greensboro, N. C.—Greensboro Coal & Manufacturing Co., recently noted to establish ice plant to be operated as Independent Ice & Coal Co., will erect structure 108x73 feet; one story; brick; capacity, 25 tons daily; contract for brick work awarded to E. C. Hanner, Greensboro, and for finishing building to W. B. Hunt, Greensboro.

Hamlin, Texas.—M. Greenspun and Jesse Green, both of Mt. Pleasant, Texas, contemplate establishment of ice plant in Hamlin.

Humble, Texas.—Humble Ice, Light & Water Co. incorporated with \$8000 capital stock by F. A. Peters, W. J. Peters and R. B. Rogers.

Martinsburg, W. Va.—Berkeley Ice & Storage Co. organized with capital stock of \$50,000 by George Showers, H. P. Thorn, Stuart A. Walker and others; to establish ice and cold-storage plant.

New Orleans, La.—Crescent City Stockyards & Slaughter-House Co. awarded contract to Morris & Co., Dallas, Texas, and 1033 Maison Blanche, New Orleans, for installation of 150-ton tandem compound refriger-

ating machine, equipped with compound Corliss engine; machinery built by Frick Company, Waynesboro, Pa.

Rogersville, Tenn.—Rogersville Ice Co. incorporated with \$10,000 capital stock.

#### IRON AND STEEL PLANTS

Baltimore, Md.—Foundry.—South Baltimore Steel Car & Foundry Co., Joseph R. Foard, A. G. Wellington and Howard Carlton, receivers, 1517 Continental Bldg., is considering reorganization as Baltimore Car & Foundry Co. with \$1,500,000 capital stock; plan proposed by W. H. Grafflin, 309-310 Vickers Bldg., and others; proposed that \$1,250,000 of stock issue be used to pay creditors, and balance remain in treasury.

Bessemer, Ala.—Rolling Mill.—Tennessee Coal, Iron & Railroad Co., office address, Woodward Bldg., Birmingham, Ala., has resumed operation of its Bessemer rolling mills.

Buena Vista, Va.—Iron Furnace.—Alleghany Ore & Iron Co. has, it is reported, refined and made other repairs to its Buena Vista furnace, and expects to resume operations about February 1; office address, West Street Bldg., 140 Cedar St., New York.

Elkton, Md.—Steel Castings.—James F. Powers Foundry Co. is considering addition of steel-casting plant; meeting of stockholders will be held February 5 to take final action.

#### LUMBER-MANUFACTURING PLANTS

Arcadia (not a postoffice), Va.—O. D. McHenry Company, Stillwater, Pa., has purchased timber on about 23,000 acres at Arcadia and will install large band-saw mill; will also repair buildings on the property and erect new buildings; is grading for railroad to handle material from mountains to mill.

Asheville, N. C.—National Casket Co., Oneida, N. Y., contemplates, it is reported, establishment of dimension plant; has site on French Broad River; cost of plant about \$50,000; it is also planned to establish finishing plant.

Augusta County, Va.—Commonwealth Lumber Co., Irvine, Pa.; Augusta Lumber Co., Augusta, Ga.; Highland Development Co., Dr. Morris of Philadelphia, and Deerfield Lumber Co. of Deerfield, Va., all contemplate development of timber lands in connection with proposed railway from Christians to Deerfield, Va.; Commonwealth and Deerfield companies represented by Landes & East, Echols Bldg., Staunton, Va.

Benton, Tenn.—Pendergrass Lumber Co. has purchased, it is reported, 65,000 acres of timber land on Louisville & Nashville Railroad and contemplates establishment of sawmills on the property.

Birmingham, Ala.—McLeod Lumber Co. incorporated with \$10,000 capital stock; R. B. McLeod, president and treasurer; T. A. McElreath, vice-president and secretary.

Breathitt County, Ky.—W. H. Winterbottom & Son, Grand Rapids, Mich., have, it is reported, purchased tract of timber land on Frozen Creek, Breathitt county, will install mills and cut the timber.

Carrabelle, Fla.—Carrabelle Lumber Co. incorporated with \$600,000 capital stock; B. F. Camp, White Springs, president; William N. Camp, Ocala, Fla., vice-president; George L. Camp, White Springs, secretary; will take over and operate mill and holdings of R. J. & B. F. Camp Lumber Co. at Carrabelle; no machinery needed.

Charleston, Miss.—Lamb-Fish Lumber Co. will soon begin erection of proposed planing mill, box factory and veneering plant.

Collinsville, Okla.—Lindley Lumber Co. incorporated with \$5000 capital stock by Thomas A. Cain, F. H. Lindley and J. H. Middleton.

Columbus, Miss.—W. C. Bell Lumber Co. incorporated with \$20,000 capital stock by T. C. Bell, G. M. Flynn and others.

Deerfield, Va.—Deerfield Lumber Co. will be incorporated to develop timber lands. (See "Augusta County, Va.")

Dayton, Texas.—Dayton Lumber Co. will, it is reported, install gang-saw, increasing capacity of plant about 20,000 feet daily.

Everglades, Fla.—Illinois syndicate is preparing to develop about \$30,000 acres of timber land in Everglades, previously purchased from W. G. Langford of Everglade.

Falls City, P. O. Samantha, Ala.—Warrior Coal & Lumber Co. incorporated with \$125,000 capital stock by F. N. Wilson, Falls City; S. Myers and C. P. Smith, Reading, Pa.

Georgia.—New York & Georgia Lumber Co. incorporated with \$40,000 capital stock by E. B. Van Atta, 30 Church St., New York; T. S.

Buckley, Chatham, N. Y.; Abram G. Veeder, Schenectady, N. Y., and C. F. Deitz, Slingerlands, N. Y.

Greenville, Mo.—Wayne Iron & Lumber Co. will develop timber on over 100,000 acres of land; W. N. Mitchell, president, 235 Railway Exchange, Chicago, Ill. (See "Mining.")

Gulfport, Miss.—Home Lumber Co. incorporated with \$30,000 capital stock by G. C. Budd, D. T. Russell, W. J. Miles and others.

Honaker, Va.—W. H. Crockett, Williamsport, Pa., has acquired 15,000 acres of timber in Buchanan county and will establish band-saw mill, removing plant from Williamsport to Honaker; standard-gauge railroad will be built to haul logs from timber to mill.

Kansas City, Mo.—Louisiana Land, Timber & Coal Co. incorporated with \$8,000 capital stock by A. M. Gloyd, F. E. Gloyd, William M. McGee and others.

Nutbush, Va.—Raper-Jackson-White Co., Norfolk, Va., will install small ground mill for manufacture of few million feet pine timber; daily capacity, 12,000 to 15,000 feet; about three miles ordinary logging road to be constructed.

Ruston, La.—United Lumber Co. will establish lumber plant reported in December; will erect band-saw mill and planer, dry-houses and sheds; ordinary construction; cost \$5000; P. N. Anger, Ruston, architect and engineer; order for machinery placed; daily capacity, \$35,000 feet yellow-pine lumber; J. T. Phillips, president; J. R. Swanson, vice-president; A. W. Seelye, secretary; J. M. LaGrone, treasurer.

Shawnee, Okla.—Shawnee-Arkansas Lumber Co. incorporated with \$50,000 capital stock by J. E. McKee, A. T. McKee, J. L. Gose, all of Temple, Okla., and others.

Shepherd, Texas.—R. C. Miller Lumber Co., J. H. Conkle, president, will add hardwood mill to sawmill; machinery purchased.

Waco, Texas.—E. E. Carmack has purchased site containing about two acres and will erect sawmill and saw timber which will be rafted down Brazos River.

#### MINING

Auraria, Ga.—Gold.—Liberty Bell Gold Mining Co. will, it is reported, construct pipe line to gold mine near Auraria; about 22 miles long.

Belleville, Mo.—Lead and Zinc.—Kathleen Mining Co. incorporated with \$50,000 capital stock by J. Wise Brown, E. A. C. Elliott, F. B. Wilcox, all of Joplin, Mo., and W. F. Hilles, Dallas, Texas.

Carthage, Mo.—Lead and Zinc.—Transylvania Royalty Co. incorporated with \$100,000 capital stock by J. P. Newell and others.

Greenville, Mo.—Iron.—Wayne Iron & Lumber Co. is correct title of company planning to develop iron and timber lands in Wayne county; has organized with W. N. Mitchell, president; G. A. Long, vice-president; D. H. Glass, treasurer, and E. W. DeMoe, secretary; owns and controls over 100,000 acres; will develop on large scale; capital stock \$2,500,000; president's address, W. N. Mitchell, 235 Railway Exchange, Chicago, Ill.; company has offices in Greenville, St. Louis and Chicago.

High Hill (not a postoffice), Va.—Copper, etc.—Maximus Metals Corporation incorporated with \$3,000,000 capital stock by J. Heath Hill, president, High Hill; Seymour E. Locke, secretary and treasurer, and Matthew P. Kehoe, both of New York.

Houston, Texas.—Sand and Gravel.—Hedges Sand & Gravel Co. incorporated with \$6000 capital stock by C. L. Weather, G. D. Weeks, both of Houston, and J. H. Hedges, Springfield, Mo.

Kansas City, Mo.—Lead and Zinc.—Necessity Mining Co. incorporated with \$50,000 capital stock by Elias Mayer, Harry B. Newman, H. H. Gregg and others.

Little Rock, Ark.—Zinc.—Lost Mining Co. incorporated with \$25,000 capital stock; John B. Jones, president; F. C. Jacobs, vice-president; C. B. Myers, secretary and treasurer; to acquire title to 2000 acres of zinc land in Boone and Newton counties.

Lynchburg, Va.—Sand.—William T. McNamara, Jr., Lynchburg, Va., will install centrifugal sand pump. (See "Machinery Wanted.")

Mulberry, Fla.—Prairie Pebble Phosphate Co. will erect fireproof power-house and boiler-house; power-house to be 50x200 feet; will also raise roof on main 60x300-foot power-house, work to consist of additional steel trusses and fireproof roof construction, with system of ventilators; Holmboe Company, Louisville, Ky., engaged as consulting engineer and superintendent, to be addressed care of Prairie Pebble Phosphate Co., Mulberry. No machinery to be installed.

Ozark, Mo.—Diamonds.—Ozark Diamond Mine Co. increased capital stock from \$300,000 to \$1,500,000 and change name to Ozark Diamond Mines Corporation. (Recently mentioned.)

Piedmont, Ala.—Iron.—R. G. Peters Salt & Lumber Co., home office, Eastlake, Mich., recently reported to have purchased and to improve Monahan ore mines, will install machinery and general supplies; cost of plant \$60,000; H. H. Shackleton, manager. (See "Machinery Wanted.")

Richpatch, Va.—Iron.—J. W. Persinger, Buena Vista, Va., has leased, it is reported, and will operate Richpatch iron mine.

Statesville, N. C.—Asbestos.—Charles Lambert, High Point, N. C., recently noted to have purchased 50 acres of land containing asbestos deposits near Statesville, has not organized company or matured plans for development.

St. Louis, Mo.—Stone.—Missouri Oolitic Stone Co. incorporated with \$50,000 capital stock by Alfred Ricketts, Joseph Irwin and E. C. Gerhard.

Webb City, Mo.—Lead and Zinc.—Barr, Gloninger & Walsh will erect 300-ton mill on lease of Apache Maid mine.

Wheeling, W. Va.—Gravel.—Ohio River Land & Gravel Co. incorporated with \$100,000 capital stock by C. S. Robinson, John Crocker, George V. Digby and others.

#### MISCELLANEOUS CONSTRUCTION WORK

Beaumont, Texas.—Wharves.—C. L. Scherer, City Engineer, is preparing plans and specifications for construction of wharves, for which \$50,000 of bonds were previously reported voted.

Gueydan, La.—Canal.—Caesar Broussard, J. D. Mareaux and others will, it is reported, dig about three miles of ditch leading into large canal near Cameron line, and propose to deepen main canal to Grand Lake.

Tampa, Fla.—Dry Dock.—Tampa Foundry and Machine Works, Ernest Kreher, manager, will construct drydock capable of lifting vessels 200 feet long and of gross tonnage of 1500 tons register.

Vinton, La.—Canal.—Sabine Canal Co. awarded contract for extension of main rice canal to extend 12 miles south of irrigation plant, enabling company to water about 6000 additional acres of rice land; pumping plant capable of raising 50,000 gallons of water per minute will be installed. (Previously mentioned.)

Washington, La.—Irrigation.—Union Irrigation Co. has begun proposed canal extension; plan is to construct irrigation plant to supply water to entire rice belt of Southwest Louisiana, including Acadia, Calcasieu and Vermilion parishes; branches to main canal are contemplated, with installation of pumping plant on Bayou Carron, which was begun a year ago; company has purchased about 75 miles right of way from 200 to 350 feet wide and has constructed canal from Washington to headwaters on Bayou Nez Pique; expects to irrigate 30,000 acres during 1909. Leon Wolf of Washington is president.

#### MISCELLANEOUS ENTERPRISES

Anderson, S. C.—Steam Laundry.—Paul Morgan and C. E. Sparks, Gaffney, S. C., will establish steam laundry in Anderson; leased old laundry plant and will install new machinery.

Arlington, Texas.—Bottling.—J. D. Collins contemplates, it is reported, establishment of bottling plant. (See "Miscellaneous Structures.")

Atlanta, Ga.—Electrical Contracting.—Empire Electric Co. incorporated by G. G. Rucker, J. T. Rucker, H. H. Colquitt and J. T. Warner.

Atlanta, Ga.—Printing Plant.—Atlanta Georgian and News, F. L. Seely, publisher, is now installing quintuple press in its new building, approaching completion; structure is four stories high, 35x180 feet, of concrete, with fireproof skylights and windows; will install steam-power plant to include 100-horse-power engine, 70-horse-power boilers, and accompanying equipment; press has been purchased, but power plant has not been contracted for, and bids are being invited. (See "Machinery Wanted.")

Augusta, Ga.—Printing.—Williams Printing Co. incorporated with \$15,000 capital stock by M. B. Williams, Fred Speering and D. G. Stebbins, Jr.

Beckley, W. Va.—E. M. Payne Company incorporated with \$25,000 capital stock by E. M. Payne, A. M. Payne, W. B. Payne and others.

Birmingham, Ala.—Contracting.—Whiddon Construction Co. incorporated with \$25,000



capital stock; E. B. Whiddon, president; W. P. Kennedy, vice-president; Sidney E. Hiller, secretary; Edward Hiller, treasurer.

Birmingham, Ala.—Stoves and Furniture. W. O. Bryales Stove & Furniture Co. incorporated with \$10,000 capital stock by W. O. Bryales, Mamie Bryales, J. L. McWhorter and S. D. Murphy.

Charleston, W. Va.—Machinery.—Cook & Wilson Company incorporated with \$50,000 capital stock by Fred C. Prichard, L. Prichard, both of Charleston; A. S. Cook, Pittsburgh, Pa., and others.

Charlottesville, Va.—Hardware.—Albemarle Hardware Co. incorporated with \$25,000 capital stock; L. G. Allegree, president; C. B. Parrott, vice-president; E. P. Hopkins, secretary; H. E. Parrott, treasurer; B. P. Kemper, assistant secretary.

Chattanooga, Tenn.—Publishing.—Southern Contractor Publishing Co. incorporated with \$5000 capital stock by F. T. Reynolds, H. O. Lane, A. B. Baker and others.

Clarksville, Ark.—House Furnishing.—McKennon House Furnishing Co. incorporated with \$10,000 capital stock by R. H. McKennon, J. F. Harley, J. G. Coffee and others.

Cumberland, Md.—Marble, Granite, Pottery, etc.—A. A. Roeder Company incorporated with \$10,000 capital stock; August A. Roeder, president; William P. Roeder, secretary and treasurer.

Dallas, Texas.—Dairy.—Moser Hygienic Dairy Co. incorporated by C. O. Moser, J. A. Smith and G. L. Boedecker.

Dallas, Texas.—Foy-Neal-Sawyer Co. incorporated with \$8000 capital stock by Ed Foy, O. M. Neal, H. F. Sawyer and B. V. Brasher.

Durant, Okla.—Land Development.—Bryan County Improvement & Development Co. incorporated with \$3000 capital stock by A. J. Sparger, G. M. Stevens, H. C. Rouck and others.

Enid, Okla.—Electrical Contractors.—Storrs Bros. Electrical Co., Box 368, recently reported incorporated with \$5000 capital stock, will install electrical plants; W. J. Kreider, president; George Storrs, vice-president and general manager; H. B. Storrs, secretary and treasurer.

Eupora, Miss.—Planters' Supplies.—Planters' Supply Co. incorporated with \$10,000 capital stock by T. M. Coleman, L. L. Bartlett and others.

Foley, Ala.—Land Development.—Gulf-Bays Corporation incorporated by D. R. Petet, Frank Fesler, R. J. Clizbe and H. J. Coonen.

Fort Smith, Ark.—Publishing.—Pape-Ingeberg Book Co. incorporated with \$25,000 capital stock by W. B. Pape, C. G. Ingeberg, T. C. Davis and others.

Glade Spring, Va.—Farm Implements and Machinery.—Morris Machinery Co., S. W. Keys, president, recently reported incorporated, will sell farm machinery, buggies, sawmills, mill supplies, etc. (See "Machinery Wanted.")

Glade Spring, Va.—Plumbing.—Wildasin & Morris, recently reported incorporated, will sell and install acetylene-gas generators, gas fixtures, etc.; C. E. Wildasin, president; W. S. Morris, secretary and treasurer. (See "Machinery Wanted.")

High Point, N. C.—Printing.—Enterprise Publishing Co. incorporated with \$100,000 capital stock by J. J. Farris, E. H. Farris and Mrs. H. W. Farris.

Hillsboro, Texas.—Publishing.—Kelley Publishing Co. incorporated with \$10,000 capital stock by W. E. Jackson, C. L. Huffines, A. L. Blanchard and others.

Huntington, W. Va.—Automobiles.—Kincaid Automobile Co. incorporated with \$5000 capital stock by J. E. Hanley, W. H. Kincaid, F. E. Walker and others.

Jones Mills, Ala.—Farmers' Supplies.—Farmers' Supply Co. incorporated with \$15,000 capital stock by J. F. Bussey, S. B. McMillan, J. M. Grimes and others.

Kansas City, Mo.—Publishing.—Graham Publishing Co. incorporated with \$50,000 capital stock by Frank G. Graham, S. S. Goehencour, E. B. Leach and others.

Lenoir, N. C.—Steam Laundry.—W. H. Sherrill, recently noted to rebuild steam laundry, will erect two-story brick building, 40x80 feet; cost \$3000; cost of machinery, \$3000; open proposals for machinery February 1.

Lexington, Ky.—Coal, Concrete and Feed.—Louis des Cognets Coal, Concrete & Feed Co. incorporated with \$200,000 capital stock; Louis des Cognets, president; Mattie F. Bain, vice-president; T. Young, secretary-treasurer.

Lexington, Ky.—Coffee Mill.—Woolfolk-Gulley Coffee Co. organized by W. T. Woolfolk and W. M. Gulley; will wholesale tea,

coffee, etc., and install coffee-roasting plant. Little Rock, Ark.—Lumber.—Southern Pine & Hardwood Co. incorporated with \$50,000 capital stock; W. B. Ferguson, president; L. E. Defaut, vice-president; J. A. Defaut, secretary.

Live Oak, Fla.—Lumber.—North Florida Lumber Co. incorporated with Geo. E. Porter, Jr., president and treasurer, will deal in lumber, laths, shingles, crossties, hardwoods, brick, lime and cement. (Recently noted as "Live Oak Lumber Co.")

Lonoke, Ark.—Land Development.—C. C. Bailey, Parkersburg, Ill., has purchased, it is reported, about 2000 acres of land near Lonoke and will expend about \$20,000 in improving the property with buildings and restoring the farm land.

Louisville, Ky.—Furniture.—United Furniture Co. incorporated with \$5000 capital stock by J. A. Miller, Ernest H. Neuman and W. L. Doolan.

Louisville, Ky.—Optical Goods.—Latta Optical Co. incorporated by Albert Latta, A. E. Latta and W. M. Sacksteder.

Macon, Ga.—General Contracting.—Wright-Wadley Company incorporated with \$15,000 capital stock by L. R. Wright, W. H. Wright and William M. Wadley.

Moss Point, Miss.—Artesian Well.—Central Artesian Well Co. incorporated with \$10,000 capital stock by A. S. Denny, C. M. Fairley and others.

New Orleans, La.—General Contracting.—Progressive Building Co. organized with Julian S. Levy president, Gordon S. Levy manager, Frank B. Levy secretary.

New Orleans, La.—Land Improvement.—Bienville Realty Co. organized with \$100,000 capital stock; T. P. Thompson, president; John Grechem, vice-president; George W. Young, treasurer; E. L. Chaplin, secretary.

New Orleans, La.—Land Development.—Gentilly Terrace Co. will be organized with \$500,000 capital stock by Baccich & De Montluzin, E. E. Lafaye and others; company has purchased Gibraltar Realty Co.'s tract on Gentilly road and will develop as residential section; roads and streets will be laid out and graded, curbing and Schillinger pavement laid; Louisville & Nashville, New Orleans Great Northern and New Orleans Northeastern railroads will establish depots; cost of improvements, about \$175,000.

Norfolk, Va.—Engineering.—Seaboard Engineering & Contracting Co. incorporated with \$5000 capital stock; H. D. Legge, president; P. F. Mueller, vice-president; T. G. Melner, secretary and treasurer.

Orange, Va.—Telegraphic Tower.—Southern Railway Co., D. W. Lum, chief engineer, Washington, D. C., awarded contract to J. P. Pettyjohn & Co., Lynchburg, Va., for erection of telegraphic tower; 18x21 feet; O. L. Burnett and S. T. Paris, both of Hill City, Tenn., are in charge of work; cost of improvements, including interlocking switches and automatic gates at Main street crossing, \$8000.

Oklahoma City, Okla.—Printing Plant.—Oklahoma Publishing Co. awarded contract to Westlake Construction Co. of St. Louis, Mo., for construction of proposed printing plant and office building; five stories; 50x140 feet; reinforced concrete construction; faced with white Carthage stone and terra-cotta; fireproof throughout; offices on second, third and fourth floors; vacuum steam heating; automatic heat regulation; vacuum cleaner system; electric clock system; mailing chutes; gas and electric lighting fixtures; high-speed passenger and freight elevators; tiled corridors and lobby; in basement will be installed two quadruple presses and electric driving equipment to cost \$50,000; typesetting machines and other equipment on fifth floor to cost \$30,000; pneumatic tubes and telephone system to connect newspaper (Daily Oklahoman) departments; provision in basement for electric plant to drive presses and linotypes and furnish electricity for lighting; cost of building, \$140,000.

Portsmouth, Va.—Incinerator.—City awarded contract to Decarie Manufacturing Co., Minneapolis, Minn., for installation of 20-ton-per-day incinerator; cost \$21,000. (Recently mentioned.)

Quannah, Texas.—Townsite.—Quannah Royte Townsite Co. incorporated with \$40,000 capital stock by R. L. Collins, A. B. Axtell and J. A. Clark.

Richmond, Ky.—Tobacco Warehousing.—Madison Tobacco Warehouse Co., recently reported organized, will erect loose-leaf tobacco warehouse; frame; ironclad; about 200x50 feet; built by local contractor; E. C. Million, president; C. H. Vaught, vice-president; T. J. Smith, secretary-treasurer.

Roslyn, Va.—Land Improvement.—South Chesapeake Beach Land Co., Frank J. Mas-

sey, president, recently reported incorporated with \$25,000 capital stock, acquired 400 acres land on Chesapeake Bay; will develop summer resort, expending \$25,000; E. F. Lattimer, Hyattsville, Md., engineer in charge; W. D. Cole, vice-president and general manager, Munsey Bldg., Washington, D. C.

Shreveport, La.—Land Improvement.—Jacobs Land Co. incorporated with \$36,000 capital stock; W. E. Hamilton, president; W. T. Crawford, vice-president; W. J. Bayersdorffer, secretary and treasurer.

Springfield, Mo.—Land Improvement.—Brown-Spring Improvement Co. incorporated with \$10,000 capital stock by W. E. Talley, J. E. Martin, G. S. Robinson and others.

St. Johns County, Fla.—Town.—Company organized with \$1,000,000 capital stock; Chas. H. Selg, Chicago, Ill., president; George W. Deen, Waycross, Ga., secretary and treasurer; company has purchased tract of land in St. Johns county and will establish a town.

St. Paul, N. C.—Mercantile.—McInnis & Lindsay Company incorporated with \$15,000 capital stock by L. C. McInnis, J. C. Lindsay and others.

St. Louis, Mo.—Printing.—Franklin Printing Co. incorporated with \$3500 capital stock by John G. Boreson, R. H. McFarland, R. F. MacFarland and others.

St. Louis, Mo.—Publishing.—Station List Publishing Co. incorporated with \$10,000 capital stock by F. A. Leland, James Griffith, both of St. Louis, and Everett Wyatt, Fort Worth, Texas; will publish list of stations on American, Mexican and Canadian railways, etc.

St. Louis, Mo.—Asphalt, Tar, Oils, etc.—El-Oso Asphalt Co. incorporated with \$300,000 capital stock by Frank O. Blake, Frederick C. Blake, Francis H. Blake and others.

Talladega, Ala.—Contracting.—Kershaw Construction Co. incorporated with \$25,000 capital stock by C. G. Kershaw, J. F. Hanks and J. K. Dixon.

Tampa, Fla.—Land Development.—Company will be incorporated with \$550,000 capital stock by F. W. Inman, A. R. Swann, T. J. Youmans and others to develop tract of land on eastern shore of Hillsborough Bay, containing 14,000 acres, purchased by Swann & Holsinger; to divide property into 10 and 20 acre tracts, colonize large portion with expert agriculturists and truck growers, open new roads and make creek and channel improvements.

West Palm Beach, Fla.—Land Development.—R. L. McCommons, Greensboro, Ga., and associates have purchased 16 acres of land in West Palm Beach and will develop at cost of about \$10,000; will lay out three main streets, grade and pave with rock; sewer and water systems; seawall around point, etc.

## MISCELLANEOUS MANUFACTURING PLANTS

Abbeville, La.—Ice-cream and Candy.—Egwanulti Manufacturing Co., Ltd., will increase capital stock \$5000, enlarge plant and install additional machinery.

Ablene, Texas.—Gas Plant.—Ablene Gas, Light, Fuel & Power Co. has recapitalized at \$50,000 and will install water-gas plant, etc.

Atlanta, Ga.—Paper Boxes, etc.—Empire Printing & Box Co., 155 Madison Ave., awarded contract to Moise De Leon for erection of factory building; three stories; fireproof; reinforced concrete throughout; 118x206 feet; cost \$70,000; machinery to be moved from present plant; manufacture paper boxes and corrugated-paper products; heating, electric wiring and plumbing to be subcontracted; Moise De Leon, Fourth National Bank Bldg., Atlanta, to be addressed. (See "Machinery Wanted.")

Atlanta, Ga.—Ice Cream.—Jessup & Antrim Ice Cream Co. incorporated with \$8000 capital stock by E. J. Tolin and others.

Atlanta, Ga.—Automobiles.—White Star Automobile Co. incorporated with \$150,000 capital stock by Clarence Houston, Harry W. Anderson, Frank J. Long and others.

Atlanta, Ga.—Crackers.—T. S. Lewis Company incorporated with \$300,000 capital stock by Mrs. L. P. Lewis, Thomas S. Lewis, Jr., James B. Zachry and others.

Atlanta, Ga.—Cotton-stalk Paper.—Southern Cotton Stalk Pulp & Paper Co., Candler Bldg., has plans for first of proposed mills to manufacture paper from cotton stalks; building to be 40x348 feet, with 128-foot wing, and cost about \$25,000; to install power plant in angle; paper-making machinery to cost about \$50,000; 24-hour capacity to be 25 tons of finished paper; will use steam, electric or water power, latter being preferred, and 500

horse-power required; as soon as location of plant is determined company will ask bids for buildings, machinery, etc. (Previously reported organized, etc.)

Baltimore, Md.—Shoes.—Robert E. Tubman Company incorporated with \$50,000 capital stock; Robert E. Tubman, 113 West Lombard St., president and treasurer; Snowden A. Hrusup, 2125 North Calvert St., secretary.

Baltimore, Md.—Paper Boxes.—Monumental Paper Box Co., 515 Warner St., Louis Schmoll, president, will install paper-box machinery in factory building; contract recently noted awarded to John Kunkel, 413 King St., Baltimore. (See "Machinery Wanted.")

Baton Rouge, La.—Boats.—Progressive Manufacturing Co., Edmund V. Farr, representative, Torrington, Conn., proposes establishment of plant in Baton Rouge for manufacturing motor boats, launches, etc.

Belton, Texas.—Creamery.—Donnell Creamery Co. incorporated with \$3000 capital stock by J. R. Donnell, Thomas A. Cook and F. G. Baker.

Bryson City, N. C.—Pulp Mill.—Wm. Whitmer & Sons, Philadelphia, Pa., advise Manufacturers' Record that current dispatches stating cost and capacity of their proposed pulp mill near Bryson City are not correct. The firm has purchased timber lands and intends to establish mill, but has not determined any details. (Dispatches stated mill will cost \$4,000,000 and include band-saw equipment to cut 200,000 feet of lumber daily.)

Cherryville, N. C.—Vending Machines.—Universal Vending Machine Co., recently noted incorporated to manufacture vending machines, will probably locate establishment at Cherryville; R. J. Morrison, president; J. C. Morrison, secretary and treasurer; when plans are made will install machinery. (See "Machinery Wanted.")

Dothan, Ala.—Mattresses.—Dothan Mattress & Manufacturing Co. incorporated by C. J. Faulk, Robert Boyd, J. M. Merritt and A. B. Carroll.

Galveston, Texas.—Chemicals.—William D. Shepherd, Chicago, Ill., and associates contemplate establishment of plant near Galveston to manufacture chemicals, utilizing oranges not marketable.

Chestertown, Md.—Gas Plant.—W. W. Hess, Philadelphia, Pa., has organized company to erect gas plant at Chestertown.

Columbia, S. C.—Railroad Appliances.—Railroad Appliance Co., recently reported incorporated to manufacture patented railroad devices, has not yet perfected plans; Alexander Rowland, president and treasurer; L. D. Childs, M.E., vice-president; James B. Edwards, general manager; Fred C. Hack, secretary.

Dallas, Texas.—Medicines.—Skeeter Skat Co. incorporated with \$10,000 capital stock; S. P. Randall, president; H. A. Randall, manager; J. C. Mason, secretary and treasurer.

Delcambre, La.—Sugar.—Delcambre Sugar Co., D. Delcambre, president, recently noted incorporated to establish sugar factory, will erect building about 60x150 feet; plans not made; architect not engaged; capacity of plant, about 400 tons sugar daily; no machinery needed at present.

Fairview, N. C.—Tannery.—Charlotte Tanning Co., recently reported incorporated with \$125,000 capital stock and to have purchased Shaw Harness Co.'s plant, will increase present capacity of 300 hides to possibly 1000 weekly; will make Indian tan leather for belting, also sole and harness leather; V. J. Guthery, president and treasurer; J. H. Howell, vice-president; new company being exclusively tanning plant, harness and collar machinery of acquired plant will be sold.

Fulton, Mo.—Clothing.—Star Clothing Manufacturing Co., Jefferson City, Mo., will, it is reported, establish plant in Fulton; \$10,000 brick factory building will be erected.

Greensboro, Ga.—Creamery.—Co-operative Creamery Co. incorporated with \$5200 capital stock by R. L. McCommons, B. P. Kimbrough, J. A. Cathy and others.

Greensboro, N. C.—Medicine.—Ichtyoidated Emulsion Co. incorporated with \$100,000 capital stock by J. W. Coppege, J. R. Goltter, Greensboro, and H. E. Fields, High Point, N. C.

Hagerstown, Md.—Ironing Stands.—S. M. & H. W. Funk will establish plant for manufacturing patent ironing stand; have erected building and will equip with machinery, including 15-horse-power motor.

Jackson, Miss.—Creamery.—Brown Creamery Co. incorporated with \$30,000 capital stock by W. L. Brown, William Wood and others.

Johnson City, Tenn.—Grocers' Drugs, etc.—D. R. Yarbrough & Co. incorporated with

\$15,000 capital stock; D. R. Yarbrough, president and general manager; to continue Imperial Chemical Co.

Johnson City, Tenn.—Mattresses.—A. P. Henderson & Sons will establish mattress factory.

Lake Charles, La.—Oil.—Waters-Pierce Oil Co., St. Louis, Mo., will establish oil plant in Lake Charles, to cost about \$150,000.

Lonoke, Ark.—Rice Mill.—Green & Russell Rice Co. incorporated with \$10,000 capital stock by Huff Green, R. S. Green, Helen I. Russell and H. Antoinette Russell.

Macon, Ga.—Fertilizer.—Planters' Fertilizer Co. incorporated with \$6000 capital stock by E. S. Davis and Gus Tharpe.

Martinsburg, W. Va.—Gas Plant.—Blye, Franklin & Houston, Philadelphia, Pa., have, it is reported, purchased plant of Martinsburg Gas Co.

Memphis, Tenn.—Cotton Bagging.—Southern Cotton Bagging Co., Norfolk, Va., contemplates, it is reported, establishment of plant in Memphis; understood company contemplates purchasing cotton compress.

Memphis, Tenn.—Ice Cream.—Memphis Ice Cream Co., previously noted to increase capital stock, will erect addition to plant; three stories; brick; will install 60-ton ice plant, cold-storage plant and electric-light plant; company is now installing mechanical ice-cream outfit.

Memphis, Tenn.—Chemicals, etc.—William A. Webster Company will, it is reported, establish plant in Memphis for manufacturing chemicals and pharmaceutical products; cost about \$200,000; W. C. Kerstann, Chicago, Ill., will be general manager; temporary offices, Goodwyn Institute.

Middlesboro, Ky.—Overalls, Gloves, etc.—Mountain Products Co. will install factory to manufacture workmen's overalls, jackets, shirts and gloves. (Recently noted incorporated under "Lumber Manufacturing Plants.")

Middlesboro, Ky.—Mattresses, Awnings, etc.—Middlesboro Mattress & Manufacturing Co. will be name of company recently noted to be established by Norton Mattress & Manufacturing Co., Norton, Va.; officers, L. O. Pettit and J. J. Body; will erect \$1000 frame building, 35x100 feet, with iron siding and roof; will install sewing, mattress and excelsior machines at cost of about \$1000; manufacture mattresses, pillows, comforts, awnings, tents, wagon covers and excelsior; address after February 1, Middlesboro.

Nashville, Tenn.—Municipal Supplies.—John M. Wilson will, it is reported, establish plant for manufacturing municipal supplies.

Nashville, Tenn.—Wearing Apparel.—O'Bryan Bros. incorporated with \$150,000 capital stock by G. C. O'Bryan, L. G. O'Bryan, R. B. Puryear and others; to continue established manufacturing plant.

Nashville, Ga.—Guano.—Company organized with W. B. Goodman, president, and Albert Sweet, secretary, to establish guano factory and oil mill.

New Orleans, La.—Glass and Mirrors.—Crescent Glass and Mirror Works, Inc., 604 Royal St., will install new machinery in plant.

New Orleans, La.—Boats.—Johnson-Crutti Shipyard & Boatbuilding Co. incorporated with \$30,000 capital stock by Peter Crutti, Wm. N. Johnson and Mathias Laska.

Oklahoma City, Okla.—Wagon Brakes.—Universal Automatic Wagon Brake Co., 210 North Robinson St., recently reported incorporated with \$50,000 capital stock, will manufacture automatic wagon brake; J. C. Dunham, president; J. E. Kirkes, vice-president; F. Warner, secretary; A. E. Dunham, treasurer. (See "Machinery Wanted.")

Oklahoma City, Okla.—Candy.—Sweet Candy Co. incorporated with \$5000 capital stock by Asher Rosenzweig, Henry Bridges and Samuel Rosenzweig.

Ringgold, Ga.—Shirts and Overalls.—Hamilton Manufacturing Co., Chattanooga, Tenn., and Ringgold Manufacturing Co. have consolidated and will be operated on larger scale in Ringgold under management of W. E. Biggers and W. M. Fain.

Staunton, Va.—Creamery.—Augusta County Creamery, Inc., has secured location for proposed creamery and awarded contract to Clem Bros., Staunton, for power and cold-storage. (Previously mentioned.)

St. Louis, Mo.—Post Cards.—St. Louis Post Card Co. incorporated with \$15,000 capital stock by C. M. Tallmann, George W. Diehl, C. L. Staib and others.

St. Louis, Mo.—Perfumery.—Laylat Perfume Co. incorporated with \$3000 capital stock by A. Layat, Joseph M. Layat and Albert J. Buzzalla.

Sullivans, R. F. D. from Lafayette, Tenn.—

Chemicals.—Era Chemical Co. incorporated with \$10,000 capital stock.

Tampa, Fla.—Soap.—W. S. Oppenheimer and J. R. Yeargin will, it is reported, establish plant for manufacturing toilet and wash soap; to operate as Tropical Soap Co.

Valdosta, Ga.—Shoes.—Turner Jones of Winn-Jones Shoe Co. is interested in organization of company with \$35,000 capital stock to establish shoe factory in Valdosta.

Waco, Texas.—Creamery.—A. McLendon of Waco and Mr. Brown of Kentucky will establish creamery to cost \$20,000.

Weatherford, Texas.—Gas Plant.—Weatherford Gas, Light, Heat & Power Co. awarded contract to United Gas Improvement Co., Philadelphia, Pa., for improvements to gas plant, including installation of standard set of water-gas apparatus; cost about \$30,000.

Wheeling, W. Va.—Churns, Water Motors, etc.—Haskins-Rex Manufacturing Co., recently reported, has organized with \$150,000 capital stock; Thomas M. Haskins, president; Lewis A. Serig, vice-president; L. E. Rex, secretary and treasurer; will manufacture one-minute churns, new type water motor, and other novelties.

Winston-Salem, N. C.—Marble and Granite Works.—Consolidated Granite Co. will enlarge and improve plant, installing new and improved machinery.

## RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Beaumont, Texas.—St. Louis & San Francisco Railway, J. F. Hinkley, chief engineer, St. Louis, Mo., contemplates, it is reported, erecting car shops, roundhouse, depot, etc., in Beaumont.

Eldorado Springs, Mo.—Eldorado Springs, Tiffin, Monegan Springs & Lowry City Railroad Co., C. A. Edgar, Eldorado Springs, president, is proceeding with plans for construction of repair shops in Eldorado Springs. (Recently mentioned.)

Houston, Texas.—Houston Belt & Terminal Co., W. E. Green, president, Houston, contemplates, it is reported, expenditure of \$5,000,000 for construction and improvement of terminals; this property is owned jointly by Beaumont, Sour Lake & Western Railroad, Trinity & Brazos Valley Railway, St. Louis, Brownsville & Mexico Railroad, and Gulf, Colorado & Santa Fe Railway; it is understood that meeting of executive committee of the terminal company will be held January 29 for preparing plans whereby bonds will be issued for erection of passenger depot on terminal property. (Previously referred to at various times.)

Hurlburt (not a postoffice), Ark.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., is progressing with construction of terminal facilities at Hurlburt; improvements include cinder pit, car repairers' and yardmasters' buildings, coal chute, turntable, boarding-house, sand storage and water supply; estimated expenditure, \$135,000. (Mentioned in November.)

Kansas City, Mo.—Chicago & Alton Railway, W. D. Taylor, chief engineer, Chicago, Ill., will, it is reported, expend \$750,000 in construction of additional terminal facilities at Kansas City; plan includes construction of general freight yards on a 40-acre tract, grain elevator, about 10 miles of switch and storage tracks, new yard for handling passenger equipment and remodeling of three present yards.

Macon, Ga.—Central of Georgia Railway Co., T. S. Moise, general manager, Savannah, Ga., plans as follows for new engine terminal recently noted: Terminal to include ash pits, tracks, coaling station, roundhouse and oilhouse; concrete ash pits arranged for ashes to be handled by locomotive crane with clamshell bucket; same crane to handle coal supply, coaling station consisting of elevated trestle for dumping and storing coal and movable pockets for coaling the engines, coal being transferred from trestle to pockets by crane; roundhouse to be of brick, with 32 pits, and small machine-shop annex equipped with tools for roundhouse running repairs; oilhouse to have basement for housing of storage tanks; first floor for handling out material, storage of waste, mixing and storing of smaller supplies; C. K. Lawrence, chief engineer, Savannah, Ga., in charge of all work, including buildings, concreting, etc.; no machinery to be ordered for roundhouse until building nears completion. (Cost of shop extensions recently noted to exceed \$250,000.)

Temple, Texas.—Belton & Temple Traction Co. will enlarge car barns, repair shops to double present capacity and install system of labor-saving devices; W. G. Haag, superintendent, Temple.

## ROAD AND STREET IMPROVEMENTS

Ashland, Va.—City is considering paving of sidewalks with concrete; cost about \$1.20 per square yard. Address The Mayor.

Augusta, Ga.—Augusta-Aiken Boulevard Association, J. C. Lamar, president, will expend about \$20,000 in construction of about 19 miles of road between Augusta and Aiken, S. C.; map and profile have been made and work will begin in 30 days; road will be built with surface of cement gravel; it is proposed that Government Agricultural Department furnish road engineer to supervise construction. (Recently mentioned.)

Baltimore, Md.—Park Board, Ferdinand C. Latrobe, president (office, Druid Hill Park), will expend \$40,000 in improvements at Druid Hill Park; betterments will include resurfacing of Swann avenue, \$5000; repairs to Spring avenue, about \$5000; improving south approach of Mount Royal avenue entrance to park, about \$15,000; construction of hard surface path on Eutaw place from park to North avenue, \$10,445; drinking fountain, \$3500, etc. William S. Manning, general superintendent, Druid Hill Park, is preparing plans.

Benwood, W. Va.—City awarded contract to William Kochline, Bridgeport, Ohio, for furnishing material and paving about 3000 yards with Empire brick; John Blake, chairman of committee. (Recently mentioned.)

Brady, Texas.—A. Lewis, City Engineer, is surveying city, establishing grades and making levels preparatory to paving streets; \$30,000 of bonds for street improvements previously reported voted; bids for grading will be opened February 10. (See "Grading" in "Machinery, etc., Wanted.")

Charleston, W. Va.—City Council adopted report of Board of Affairs, recommending that contracts for street paving be awarded as follows: Atlantic Bitulithic Co., Mutual Bldg., Richmond, Va., for paving Virginia, Lee, Elizabeth, Fayette, Quarrier and other streets, aggregating total of about 61,000 square yards, with bitulithic at total cost of \$151,996.90; to Daniel Trapp, Newport, Ky., for paving Bigley avenue, Truslow, Bullitt and other streets with brick, Logan block, at total cost of \$48,053.45; Pfaff & Smith, for paving Donally, Fry and other streets with Standard wire cut and Kanawha brick at total cost of \$16,344.92; total amount of brick paving aggregates about 46,000 square yards; Marquis & Wallace, for paving Laidley street with Standard wire at cost of \$4001.25; this contract amounts to 2475 yards; W. A. Hogue, City Engineer; James A. Holley, Mayor. (Recently mentioned.)

Chatham, Va.—Supervisors Pittsylvania county awarded contract to Haymes & Haymes of Chatham at \$2965 per mile for construction of four miles of macadam road; State to furnish convict labor; right reserved to increase number of miles to six. (Recently mentioned.)

Chattanooga, Tenn.—City will pave Main street from Rossville to East End avenue (paving district No. 58) with vitrified brick; about 35.0 feet; bids to be opened February 2; H. F. Van Dusen, Chairman Board of Public Works. (See "Machinery Wanted.")

Dallas, Texas.—City will pave, gutter and curb portion of Annex avenue; bids to be opened February 1; J. B. Winslett, City Secretary. (See "Machinery Wanted.")

Denton, Md.—Caroline county awarded contract to Goslin & Messinger, Federalburg, Md., for grading and macadamizing about one and one-quarter miles of road between Federalburg and Reliance; I. L. Dukes, clerk of County Commissioners. (Recently mentioned.)

Greenwood, S. C.—City will drain, grade, curb and pave public square with granite block and with either vitrified brick, wood block, asphalt or bitulithic; work will embrace about 21,333 square yards; bids to be opened February 18. Kenneth Baker, Mayor. (See "Machinery Wanted.")

Gulfport, Miss.—City is considering issuance of bonds for paving city front for distance of about five miles; Geo. M. Foote, Mayor.

Honey Grove, Texas.—City will vote February 24 on issuance of \$7000 of bonds for street improvements. Address The Mayor.

Houma, La.—Bids are invited for constructing concrete sidewalks on Main street, comprising about 1½ miles. Address The Mayor.

Lake Village, Ark.—City will lay about 13,000 square feet of concrete sidewalk; bids will be opened February 20; Hermon Carlton, secretary Board of Improvement, District No. 7. (See "Machinery Wanted.")

Lexington, Ky.—City contemplates street improvements during, 1909, and Board of

Public Works has apportioned following amounts: \$32,897.50 for maintenance and reconstruction of macadam streets and repair of brick streets; \$2138 for reconstruction of portion of Short street; \$5440, South Broadway; \$6043, North Broadway; \$6452, South Limestone street; \$1172, North Limestone street; \$5000 for storm-water sewers; \$3000 for viaduct, etc. Address The Mayor.

Lexington, Ky.—City awarded contract to Buford A. Graves of Lexington for construction of concrete sidewalks on High street 10 feet wide; Upper street, 6½ feet wide; East 3d street, 4 feet; contract price for walk, 13½ cents per square yard; cement curb, 45 cents per running foot; cement curb and gutter combined, 60 cents per running foot.

Little Rock, Ark.—E. N. Wiegell of Little Rock has contract for grading West Seventh street.

Marshall, Mo.—City contemplates issuing bonds to macadamize streets. Address The Mayor.

Mooresville, N. C.—Iredell county will construct four miles of macadam road near Mooresville; bids to be opened March 1; C. M. Miller, Salisbury, N. C., engineer; N. B. Mills, Statesville, N. C., chairman County Commissioners. (See "Machinery Wanted.")

New Orleans, La.—City will pave Walnut, Ursuline, Robert, Joseph, Lopez and Callopo streets and Esplanade avenue; material to be used will include bitulithic, granitoid concrete blocks and small granite blocks; separate bids will be opened February 1. City Council will also provide for paving of Elmira and Newton streets, according to plans and specification to be prepared by W. J. Hardee, City Engineer; Charles R. Kennedy, Comptroller; George Ferrier, Jr., clerk of Council. (See "Machinery Wanted.")

Oxford, Miss.—City will lay 144,400 square feet of concrete pavement and 7460 square feet macadam streets; bids to be opened March 1; R. S. Adams, Mayor. (See "Machinery Wanted.")

Palatka, Fla.—City will pave with cement or gravel River, 3d, 5th, Laurel, Kirby and other streets; cost about \$6000; granolithic sidewalk will be laid on Reid and 11th streets. Address The Mayor.

Pensacola, Fla.—City awarded contract to Whiddon & Kennedy, Birmingham, Ala., for construction of about 634,000 square feet of concrete sidewalks of average width of eight feet and any additional amount city may desire; contract price, 10 cents per square foot; Lee Daniell, chairman Board of Public Works; L. Earle Thornton, City Engineer. (Recently mentioned.)

Pensacola, Fla.—City awarded contract to C. H. Turner Construction Co. of Pensacola at \$3425 for building road on Palafox street from DeSoto to Jordan street, to be constructed of Goulding cinders, according to plans and specifications prepared by City Engineer Thornton. (Mentioned in December.)

Richmond, Va.—Henrico county has defeated \$300,000 bond issue for macadamizing about 100 miles of road. Address County Commissioners. (Recently mentioned.)

Spartanburg, S. C.—Spartanburg county contemplates issuing \$500,000 of bonds for road improvements; D. M. Miles, County Supervisor.

Temple, Texas.—City will vote March 1 on issuance of \$50,000 of bonds for street paving. Address The Mayor.

## SEWER CONSTRUCTION

Atlanta, Ga.—City will vote April 7 on issuance of \$1,000,000 of bonds for sewer construction; R. M. Clayton, City Engineer. (Recently mentioned.)

Atlanta, Ga.—Bids will be opened February 15 for constructing such sewers as may be authorized by Mayor and General Council for 1908, not including such sewers as may be provided for in proposed bond issue; also for furnishing city with cement, sewer pipe and castings for manholes, catch basins, etc., to be used in constructing above sewers. R. M. Clayton, City Engineer. (See "Machinery Wanted.")

Baltimore, Md.—Bids will be opened February 17 for construction of sanitary sewers, contract No. 35; approximate quantities are 26,500 linear feet 6-inch pipe, house connections; 32,700 linear feet 8-inch pipe sewer; 5150 linear feet sewer, 10-inch to 24-inch diameter; Peter Leary, Jr., chairman Sewerage Commission; Calvin W. Hendrick, chief engineer. (See "Machinery Wanted.")

Barton Heights, P. O. Richmond, Va.—City will vote February 23 on issuance of \$15,000 of bonds for completion of sewer and water systems. Address The Mayor.

Brady, Texas.—City will construct sewer system. A. Lewis, City Engineer, is making



surveys of city, establishing grades and making levels.

Charleston, S. C.—City is considering issuance of from \$250,000 to \$300,000 of bonds for completing sewer system; J. H. Dingle, City Engineer.

Charleston, W. Va.—City awarded contract to J. M. Ferry & Sons of Charleston for sewer construction at \$22,801; W. A. Hogue, City Engineer; James A. Holley, Mayor.

Clearwater, Fla.—Holmboe Company, Lincoln Savings Bank Bldg., Louisville, Ky., will have plans ready about February 15, and contract probably about March 15, for sewers and water-works recently noted. (See "Water-works.")

Graymont, P. O. Birmingham, Ala.—City will open bids February 9 for construction of 7000 feet of sanitary sewer mains; Milner & Browne, engineers, Birmingham; W. A. Lester, Mayor. (City recently mentioned to vote February 15 on issuance of \$10,000 of bonds for extending sanitary-sewer system. See "Machinery Wanted.")

Lexington, Ky.—Board of Public Works has apportioned \$500 for storm-water sewers. (See "Road and Street Improvements.")

Louisville, Ky.—Bids will be opened February 5 for construction of Walnut-street, Clay-street and St. Xavier-street sewers, contracts Nos. 21 and 22, 23 and 24 of comprehensive system of sewerage; work will consist of about 5460 feet of concrete and pipe sewers between 18 and 30 inches in diameter, and including 315 cubic yards of concrete; depth of sewers, from 6 to 10 feet; P. L. Atherton, chairman of Sewerage Commission, Equitable Bldg.; J. B. F. Breed, chief engineer. (See "Machinery Wanted.")

Hartshorne, Okla.—City has had plans prepared by O'Neil Engineering Co., Dallas, Texas, for sewer construction; bids for material will be advertised; cost \$25,000; W. E. Robbins, City Secretary. (Recently mentioned. See "Machinery Wanted.")

Louisville, Ky.—C. T. McCracken Company, Columbus, Ohio, and Fruin Colman Construction Co., St. Louis, Mo., are lowest bidders for construction of Section F of southern outfall sewer; estimated cost \$90,000. P. L. Atherton, Chairman of Sewer Commission, Equitable Bldg.; Harrison P. Eddy, 14 Beacon St., Boston, Mass., is Consulting Engineer. (Recently mentioned.)

Marshall, Mo.—City contemplates issuing bonds to construct sewer system. Address The Mayor.

Midland, Texas.—City awarded contract to O'Neil Engineering Co., Dallas, Texas, for construction of system of sewers and water-works to cost \$100,000.

Mt. Pleasant, Tenn.—City considering issuance of \$150,000 of bonds for construction of sewer system, water-works and electric-light plant. Address The Mayor.

Parkersburg, W. Va.—R. T. Martin of Parkersburg has contract at \$5918.69 for construction of sewer on various streets in Seventh ward.

### TELEPHONE SYSTEMS

Council Hill, Okla.—Council Hill Telephone Co. incorporated with \$10,000 capital stock by Trevor Faulkner, Otto E. Sump and others.

Mizpah, N. C.—Quaker Gapp Telephone Co. incorporated with \$3000 capital stock by W. G. Slate, J. W. Slate and W. C. Slate.

South Hill, Va.—Town Council granted franchise to Norborne G. Smith to install telephone exchange. (See "Machinery Wanted.")

### TEXTILE MILLS

Concord, N. C.—Cotton Yarns.—J. M. Odell has, it is reported, awarded contract to R. A. Brown's Sons, Concord, for erection of one-story-and-basement 60x100-foot building, which will be equipped with spindles for manufacturing cotton yarns.

Hendersonville, N. C.—Cotton Goods.—D. G. Little of Spartanburg, S. C., proposes organization of company with capital stock of \$300,000 to build cotton mill; offers to furnish \$150,000 provided Hendersonville investors subscribe \$50,000.

Inman, S. C.—Sheetings.—Inman Mills will build addition providing space to double present equipment of machinery; construction has begun; now operating 19,424 ring spindles and 500 broad looms.

Manchester, Ga.—Cotton Yarn.—Manchester Cotton Mills, previously incorporated with \$500,000 capital stock, organized with Fuller E. Callaway president, Roy Dallis vice-president, Willis E. Johnson secretary, C. V. Truitt treasurer, all of Lagrange, Ga.; will probably award building contracts within six weeks; construction under general superintendence of Mr. Dallis; engineer in charge, A. Francis Walker, Austell Bldg., Atlanta, Ga.; main building, three stories,

104x460 feet; equipment to include 20,000 spindles. (Other details stated lately.)

Mooresville, N. C.—Sheetings, etc.—Mooresville Cotton Mills increased capital stock from \$200,000 to \$400,000; present equipment, 27,900 ring spindles and 806 looms.

Mount Holly, N. C.—Yarns.—Woodlawn Manufacturing Co. will install 5000 spindles in 75x100-foot additional building lately reported; building nearly completed and spindles contracted for; will require from 100 to 125 horse-power electrical equipment, which has not been ordered; present equipment, 5120 spindles, driven by electricity. (See "Machinery Wanted.")

Worth, N. C.—Yarns.—Harden Manufacturing Co. contemplates adding 4100 spindles; will decide within 60 days; has building ready; present equipment, 6100 spindles. (Lately erroneously noted under Harden, N. C.)

Zebulon, N. C.—Hosiery, Yarns, etc.—Southern Spinning & Manufacturing Co., lately reported incorporated with capital stock of \$300,000, will build mill to manufacture hosiery yarns and a special fabric; 5000 spindles; steam power; engineer in charge and president, Archibald Meldrum; vice-president, Z. M. Caveness; treasurer, T. J. Horton. (Mr. Meldrum and associates previously reported as to form mill company.)

### WATER-WORKS

Ashburn, Ga.—City has voted \$55,000 of water-works, electric-light and school bonds. Address The Mayor. (Recently mentioned.)

Atlanta, Ga.—City will vote April 7 on issuance of \$500,000 of water-works bonds. Address The Mayor. (Recently mentioned.)

Barton Heights, P. O. Richmond, Va.—City will vote February 23 on issuance of \$15,000 of bonds for completion of water and sewer systems. Address The Mayor.

Brunner, P. O. Houston, Texas.—Brunner Water & Light Co. has organized with J. W. Pruett president, D. F. Rowe vice-president, W. K. Millsaps secretary, and George F. Link treasurer and superintendent; about \$40,000 of bonds will be issued for construction of plant, which will supply Brunner and Chaneyville with water and light; four-year franchise has been secured. (Company was recently reported incorporated with \$50,000 capital stock.)

Carlisle, Ky.—Commercial Club is considering proposition of Louisville (Ky.) firm to construct water-works system.

Clearwater, Fla.—Holmboe Company, Lincoln Savings Bank Building, Louisville, Ky., retained as consulting engineer and superintendent, will make surveys at once and have plans ready about February 15 for water-works and sewers recently noted; contract probably let about March 15.

Dallas, Texas.—City Commission will construct 36 or 42-inch cast-iron conduit, to cost between \$28,000 and \$31,000, according to size, to replace present wooden conduit; bids to be invited on both sizes; J. M. Bassett, chief engineer of water-works.

Denison, Texas.—City has voted \$50,000 of bonds for improvements to water-works, including construction of dam on reservoir property; water in reservoir will cover 250 acres, average depth of 15 feet. Address The Mayor.

Ennis, Texas.—City has voted \$13,000 of water-works bonds. Address The Mayor.

Ensley, Ala.—Hugh Friel, North Birmingham, Ala. (P. O. Birmingham), has applied to Ensley City Council for franchise to construct water-works system, securing supply from Mulberry Fork of Warrior River.

Erwin, Tenn.—Erwin Water Co. incorporated with \$10,000 capital stock by A. R. Brown, J. F. Toney, Benjamin F. Bogart and others.

Faunsdale, Ala.—City contemplates installing water-works and electric-light plant; correspondence from contractors or manufacturers is invited. Address Siddons Stollenwerk, Town Clerk. (See "Machinery Wanted.")

Harrison, Ark.—City contemplates construction of water-works; reported as prepared to grant franchise. Address The Mayor.

Hartshorne, Okla.—City has had plans prepared by O'Neil Engineering Co., Dallas, Texas, for water-works to cost \$80,000; bids for material to be advertised; W. E. Robbins, City Secretary. (Recently mentioned. See "Machinery Wanted.")

Hastings, Okla.—City awarded contract to O'Neil Engineering Co., Dallas, Texas, for construction of water-works to cost \$25,000.

Jacksonville, Ala.—City will vote on issuance of \$12,000 of bonds toward constructing water-works. Address The Mayor.

Lynchburg, Va.—Water Department will

ask City Council for appropriation to provide adequate water facilities for fire protection; improvements to include new water main 12 or 18 inches in diameter; estimated cost of former \$20,000 and of latter \$30,000; new fire hydrants, etc.; department will also ask for sufficient appropriation for completion of work in annexed territory. H. L. Shaner, City Engineer.

Marshall, Mo.—City contemplates issuing bonds to perfect system of water-works now being constructed. Address The Mayor.

Mart, Texas.—City water-works system will consist of 12 months' supply reservoir on Adams Branch, about one mile from city; brick boiler-house and pump station equipped with two boilers and two pumps; 70,000-gallon elevated tank, 125 feet high, in city; about 23,000 feet of water main and 40 fire hydrants; date of opening bids not decided; population 3500. City will vote February 9 on issuance of \$50,000 of bonds, as recently stated. R. W. Bass, Mayor.

Midland, Texas.—City awarded contract to O'Neil Engineering Co., Dallas, Texas, for construction of proposed system of water-works and sewers to cost \$100,000.

Mt. Pleasant, Tenn.—City considering issuance of \$150,000 of bonds for construction of water-works, sewerage system and electric-light plant. Address The Mayor.

Richmond, Va.—Bids will be opened January 29 for construction of flume or conduit about 5000 feet long from settling basins to new pump-house, same to be constructed on foundation of present flume as base; E. E. Davis, Superintendent of Water-works. (Recently mentioned. See "Flume Construction" in "Machinery, etc., Wanted.")

Richmond, Va.—Subcommittee of Electricity Committee is about to select expert engineer to examine plans prepared by E. W. Trafford, 43-45 Chamber of Commerce Bldg., Richmond, for electric plant. Henry A. Pressey of Pressey & Weller, Hibbs Bldg., 723 15th St. N. W.; Thomas W. Power of Thomas W. Power Engineering Co., 704 Washington Loan & Trust Co. Bldg., and David J. Howell of American Society of Civil Engineers, 605 12th St. N. W., all of Washington, D. C., are competing engineers. (Further facts previously mentioned.)

Ruston, La.—City has sold \$33,000 water and electric-light bonds. Address The Mayor.

Samson, Ala.—City has selected Howard Butt, 121 Sayre St., Montgomery, Ala., as engineer in charge of constructing water-works and light system; \$25,000 of bonds will be issued; W. J. Gresham, Mayor. (See "Machinery Wanted.")

Spencer, N. C.—East Spencer will petition Legislature for authority to issue \$25,000 water and light bonds. Address The Mayor.

Urbanna, Va.—City will advertise for bids for 39 days for furnishing water. Address The Mayor.

### WOODWORKING PLANTS

Buena Vista, Va.—Sash, Doors, etc.—J. C. Glass & Co. purchased Marr egg-crate factory; will repair and install machinery to manufacture sash, doors, blinds, etc.

Charleston, Miss.—Boxes, etc.—Lamb-Fish Lumber Co. is completing arrangements for erection of proposed box factory, veneering plant and planing mill.

Columbus, Ga.—Showcases.—National Showcase Co., James A. Lewis, president, recently noted incorporated to take over and operate plant of Columbus Furniture & Fixture Co., has completed equipment of plant; capacity, 40 high-grade showcases daily.

Columbia, Tenn.—Vehicles.—Robinson-McGill Buggy Co. incorporated with \$10,000 capital stock by John L. Robinson, John N. Pigg, James M. Swaine and others.

Dermott, Ark.—Staves.—Snyder Stave Co. will erect stave factory to replace burned plant; new structure and capacity to be larger than one burned.

Florence, Ala.—Furniture.—Florence Chair Works organized by R. M. Wilkes and A. R. Akin to establish furniture factory.

Greensboro, N. C.—Picture Frames.—Greensboro Art & Manufacturing Co. incorporated with L. S. Fort business manager; office and plant, 535 Julian street.

High Point, N. C.—Chairs.—Tomlinson Chair Manufacturing Co. has had plans prepared by and awarded contract to D. H. Baker, High Point, for erection of addition to plant, recently mentioned; 60x100 feet; five stories; brick and concrete; mill construction; cost about \$10,000. (See "Machinery Wanted.")

Houston, Texas.—Sash and Doors.—Rio Grande Sash & Door Co. incorporated by R. M. Farrar, N. E. Meador and Harry A. Hunt.

Lenoir, N. C.—Chairs.—Lenoir Chair Co.,

recently noted to double equipment of plant, has placed orders for building and machinery; increased capacity to be 1200 chairs daily, in various grades.

Linville, Ala.—Furniture.—Atlantic Furniture & Lumber Co. incorporated with \$25,000 capital stock by M. M. Eppes, J. L. Handley, W. J. Green and others.

Marion, N. C.—Furniture.—Catawba Furniture Co. incorporated with \$40,000 capital stock by J. F. Wrenn, E. J. House, E. P. Foy and others.

Montgomery, Ala.—Furniture.—C. A. Martin Furniture Co. incorporated with \$15,000 capital stock by M. M. Martin, M. I. Martin and Lawrence Daniel.

New Orleans, La.—Coffins, etc.—Orleans Manufacturing Co., N. E. Shiner, manager, will not commence construction of seven-story factory building before first of next year, when property lately purchased will be vacated. (Recently mentioned.)

Oklahoma City, Okla.—Boxes, Barrels, etc.—W. T. Letts Box & Cooperage Co., St. Joseph, Mo., recently noted to establish box and cooperage plant in Oklahoma City, has purchased all machinery needed at present; change of location is contemplated later; if change is made, additional machinery will probably be needed.

Oklahoma City, Okla.—Boxes and Crates.—Company organized with \$25,000 capital stock by W. L. Stores, W. C. Leech, both of Oklahoma City, and W. T. Letts, St. Joseph, Mo.; company has purchased and will operate plant of Pioneer Box Factory Co.

San Angelo, Texas.—Doors, Sash and Scroll Work.—M. A. Lightfoot, Sillabee, Texas, will establish plant in San Angelo for manufacturing doors, sash and scroll work.

Winchester, Tenn.—Vehicle Woodwork.—Gilton Co-operative Manufacturing Co. organized to manufacture all kinds of woodwork for wagons and carriages; S. G. Gasser, president and general manager. (See "Machinery Wanted.")

Winnfield, La.—Woodworking.—Winnfield Milling Plant will be name of plant to be established by W. H. Baker; general woodworking only at present. (Recently incorrectly noted to make sash, etc.)

### BURNED

Atlanta, Ga.—Richardson Building, occupied by Mower-Hobart Company and Allen & Co.; loss about \$80,000.

Coffeeville, Miss.—Winn Preston High School building; loss about \$5000. Address The Mayor.

Corsicana, Texas.—Nick Zaranofitis' Greek candy kitchen; loss \$15,000.

Galveston, Texas.—Pier 12, controlled by Langbein Bros., shipping agents, and owned by Galveston Wharf Co.; loss to wharf, shed, etc., \$60,000.

Glimer, Texas.—School building at Glimer not burned. (Recently incorrectly noted.)

Highfield, Md.—Blue Mountain Inn, owned by W. J. Wanta estate, J. E. Wanta, executor; loss \$8000.

Holland, Texas.—J. M. Thompson will erect two-story brick hotel to replace structure recently reported burned.

Holland, Texas.—Wm. Vincent's barn; loss about \$3000.

Houston, Texas.—W. L. Edmondson's hay warehouse; loss about \$19,000.

Kiefer, Okla.—Rumney & Co.'s grocery store; Cooper & Co.'s bakery; Central Drug Co.'s store; Pioneer Telephone Co.'s office building; total loss about \$50,000.

Kingsville, Texas.—Kingsville Gin Co.'s gin and seedhouse; loss about \$3500.

Lorena, Texas.—H. C. Williams' residence; loss \$15,000.

Lynchburg, Va.—W. B. Ryan's book and art store; building owned by William Kliner estate; loss about \$40,000.

Memphis, Tenn.—Frank Hill's building; loss about \$10,000.

Memphis, Tenn.—H. W. Dixon & Co.'s printing plant; A. Bergschlicker & Co.'s saddlery store; loss about \$60,000.

Nashville, Tenn.—Cole Building, owned by Cole heirs, William H. Lindsay, agent; loss about \$60,000.

Newton, Miss.—William Harris' sawmill.

Oklahoma City, Okla.—Farmers' Elevator; loss about \$15,000.

Olla, La.—C. S. Jamell & Co.'s store and warehouse; loss about \$10,000.

Perry, Okla.—Farmers' Elevator, owned by E. J. Miller; loss about \$13,000.

Piedmont, W. Va.—Piedmont Steam Laundry's plant; Rhett & Dawson's blacksmith shop; Fredlock Bros.' dwelling; loss about \$16,000.

Rockford, Tenn.—Rockford Cotton Mills; loss \$25,000; offices at 2326 Highland Ave., Knoxville, Tenn.

Rowesville, S. C.—A. M. & J. H. Blake's lumber mill; loss about \$100,000.

Tyler, Texas.—Tyler Canning & Pickle Co.'s plant; loss about \$11,000.

Vivian, W. Va.—Office building of Pocahontas Coal Co.; loss \$10,000.

Watkinsville, Ga.—A. C. Elder's machine shop; loss \$5000.

Yellow Pine, Ala.—E. W. Gates Lumber Co.'s drykiln; loss about \$30,000.

## BUILDING NOTES

### APARTMENT-HOUSES

Atlanta, Ga.—Hampton Court Co., William Hurd Hillyer, president, will expend about \$30,000 in erection of apartment-house, previously mentioned; two stories; brown pressed brick; hardwood finishing; six apartments of five and six rooms each. (Previously mentioned.)

Baltimore, Md.—Herbert E. Green, secretary Sunwalt Ice & Coal Co., 419-433 Cross St., awarded contract to Gustavus Stohr, 1334 North Stricker St., Baltimore, for erection of apartment-house at Liberty Heights and Garrison Aves.; three stories; 40x70 feet; ornamental frame construction; arched windows; verandas on three sides; foundation of stone laid in cement; slate or slag roof; cost about \$12,000; plans by J. R. Forsythe, 232 St. Paul St., Baltimore. (Recently noted.)

Charlotte, N. C.—W. F. Buchanan is having plans prepared by Wheeler, Gallher & Stern of Charlotte for apartment-house; facing to be pressed brick, marble and terracotta; plans will be ready for bids within about 10 days.

Dallas, Texas.—R. S. and N. Neville purchased site, 100x132 feet, for \$10,000, and will, it is reported, erect brick apartment-house.

Ensley, Ala.—T. G. Brabston will erect two-story frame flat; plans by D. O. Whilldin, 711 Title Guarantee Bldg., Birmingham; hot-air heat; electric lighting; cost \$4200; contract not let.

Jacksonville, Fla.—John J. Flynn and Pleasant A. Holt have let all contracts except elevators for construction of building recently noted to be erected to five stories height, instead of three as originally planned; structure 105x86½ feet; red pressed brick; stores on first floor; 24 apartments above; ordinary construction; gas radiators; piped for gas and wired for electricity; electric elevator; cost \$75,000; plans by Holmes & McClure, Jacksonville; W. F. Ivers, contractor. (See "Machinery Wanted.")

Jacksonville, Fla.—A. W. Bowie will erect apartment-house; four stories; three flats to each floor; brick and concrete.

Little Rock, Ark.—J. A. Comer will erect \$15,000 apartment-house; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock; building to contain six apartments of six rooms each; hot water heat; gas and electric lighting.

Macon, Ga.—Plans submitted to directors of Jones Home and officers of Christ Church for proposed apartment-house.

Norfolk, Va.—S. B. Appleby awarded contract to C. F. Obermyer of Norfolk for erection of apartment-house in Park place; brick; three stories.

Pensacola, Fla.—L. S. Brown has had plans prepared by W. C. Frederic of Pensacola for apartment-house; three stories; four apartments on each floor of four, six and seven rooms each, with bath and other conveniences; cost about \$45,000.

San Antonio, Texas.—Harvey L. Page will erect San Jose Apartments; six stories; framework of reinforced concrete; facing of St. Louis Roman brick of mottled gray color; art granite trimmings; fireproof; ground floor to have entrance hall finished in gray Georgia marble, with Moravian tiled floor; Harvey L. Page Company, architect, will occupy portion of first floor, and remainder will be used for store or office purposes; upper floors to be arranged into two apartments each, to have living and dining rooms, bathrooms, etc.; automatic electric elevator.

St. Louis, Mo.—Joseph E. Ryan, H. M. Patterson and others will erect apartment-house; brick; cut-stone trimmings; six sections of three stories each; three apartments of six rooms in each section; cost about \$75,000; site 150x145 feet.

Tampa, Fla.—Mrs. M. J. Cardy will award contract February 1 for erection of proposed frame building containing two five-room apartments; plans by A. H. Johnson, 201 Madison St., Tampa.

Tampa, Fla.—Frederick Blaz will erect two apartment-house; four to five room apartments in each; frame; cost \$7500 each; plans by A. H. Johnson, 201 Madison St., Tampa. (Recently mentioned.)

Winston-Salem, N. C.—Mrs. R. J. Reynolds purchased site 150x200 feet for \$9000, on which to erect apartment-house.

### BANK AND OFFICE BUILDINGS

Birmingham, Ala.—John G. Farley, Anniston, Ala., has decided to increase height of office building at Birmingham, now in course of erection, from six stories, as originally planned, to nine stories; structure is completed to sixth story; 50x100 feet; fireproof construction, having steel frame, every part of which is encased in cement; reinforced-concrete floors; steam heat; electric and gas fixtures; electric elevators; cost about \$200,000; all subcontracts awarded. E. M. Lisle & Co., Birmingham, have general contract; plans by H. D. Breeding of Birmingham. (Previously mentioned.)

Baltimore, Md.—Fidelity & Deposit Co. decided to erect 14-story addition to its office building at Charles and Lexington streets, instead of seven-story structure previously planned; fireproof; steel frame; steam heat, direct and indirect; electric plant; hydraulic elevators; general mechanical equipment; estimated cost \$500,000; size of building, 108x125 feet. Baldwin & Pennington, 330 North Charles St., Baltimore, prepared plans. Contract has not been awarded. (Previously mentioned.)

Cedartown, Ga.—Bank of Cedartown, A. E. Young, president, will remodel building; improvements will include new front, erection of addition, installation of burglar-proof vault with electric alarms, etc.

Cleburne, Texas.—Farmers and Merchants' National Bank, Frank P. West, president, will remodel bank building.

Clover, S. C.—Bank of Clover, J. A. Page, cashier, will make improvements to bank building, including installation of brick and steel fireproof vault.

Deland, Fla.—Volusia County Bank is having plans prepared for bank and office building. (Recently mentioned.)

Galveston, Texas.—Texas Bank & Trust Co., I. H. Hempner, president, has leased building and contemplates making improvements to cost \$25,000; architect not selected; no plans made; possession not before July.

Kansas City, Mo.—Kansas City Stock Yards Co., Charles F. Morse president, will soon adopt plans for proposed live-stock exchange building; eight stories; 250x137½ feet; steel and reinforced concrete; cost about \$450,000.

Laurel, Miss.—W. W. Beatty awarded contract to W. M. Norris, Laurel, for erection of semi-fireproof office building; 30x70 feet; three stories; hot-air heating; electric lighting; cost \$10,000; plans by contractor. (Recently mentioned under "Miscellaneous Structures.")

Little Rock, Ark.—Merchants' Exchange will not let contract for erection of Board of Trade building recently noted to be repaired; building 50x140 feet; four stories; first floor, stores; Board of Trade rooms and offices above; hot-water heat; electric and gas lighting; electric passenger elevator; cost \$20,000.

Miami, Fla.—Dr. Gillisple Enloe and Dr. Peter T. Skaggs are having plans prepared by Architect DeGarmo for office building; concrete blocks; two stories; cost about \$6000.

Mineral Wells, Texas.—Bimini Bathhouse Co. awarded contract to Goodrum, Murphy & Croft of Mineral Wells for erection of bath and office building; 50x100 feet; two stories and basement; fireproof; cost about \$25,000; contract does not include plumbing, heating and wiring; Dr. W. M. Tomas, chairman building committee. R. H. Parry of Mineral Wells is architect. (Recently mentioned.)

Nashville, Tenn.—Union Bank & Trust Co. awarded contract to E. & N. Manufacturing Co. of Nashville for erection of bank and office building; 45x89 feet; five stories, with basement and mezzanine floor; exterior of white Georgia marble, with granite base; basement for elevator machinery, heating apparatus, etc.; first and mezzanine floors to be used exclusively for banking purposes; safe-deposit and money vaults to be of round-dorm pattern, protected by electric burglar alarm system and other devices; interior of bank to be furnished with imported marble, bronze and mahogany furniture and fixtures; upper floors to be divided into offices, both in suites and separately; corridors to be of marble, with polished marble wainscoting; estimated cost \$150,000. Mowbray & Uffinger, 92 Liberty St., New York, are architects. (Recently mentioned.)

Norfolk, Va.—Norfolk & Southern Railway Co. receivers, Thomas Fitzgerald, general manager, will soon award contract for erection of office building; five stories; pressed-brick front; cost about \$50,000. (Recently mentioned under "Railway Shops, Terminals, Roundhouses, etc.")

Oklahoma City, Okla.—Oklahoma Publishing Co. awarded contract to Westlake Construction Co., St. Louis, Mo., for construction of printing plant and office building; reinforced-concrete construction; fireproof throughout; cost \$140,000. (For other details see "Miscellaneous Enterprises.")

San Angelo, Texas.—Trust Building Co. will be incorporated with \$30,000 capital stock by stockholders of San Angelo Bank & Trust Co. for erection of five or six-story bank and office building, reported to cost about \$100,000; site has frontage of 50 ft. J. D. O'Daniel, R. Wilbur Brown and others, directors.

St. Louis, Mo.—Pemberton Investment Co., Zach Tinker, president, is having plans prepared by Eames & Towne of St. Louis for commercial and office building; 10 stories; fireproof; steel construction; front of red brick and terra-cotta; 50x150 feet; estimated cost, \$200,000.

Temple, Texas.—George E. Wilcox and William Ginnuth purchased First National Bank building and will remodel; structure is of brick, two stories, 30x50 feet.

Wheeling, W. Va.—Dollar Savings & Trust Co. will erect bank building.

### CHURCHES

Abbeville, La.—Catholic congregation awarded contract to Caldwell Bros. of Abbeville to erect brick and stone edifice costing about \$50,000.

Ashland, Va.—Ashland Baptist Church accepted plans by W. C. West, Richmond, Va., for enlarging and remodeling edifice.

Bay City, Texas.—M. E. Church South will expend \$16,000 on erection of edifice; contract recently noted awarded to A. L. Jackson, Box 341, Bay City; plans by J. E. Large, Bay City; fireproof structure; concrete; slate roof; metal ceiling and sidewalks; gas lighting. (See "Machinery Wanted.")

Bessemer, Ala.—Presbyterian congregation adopted plans by H. D. Breeding, Birmingham, Ala., for edifice; stone, brick and slate; cost \$20,000; Rev. I. F. Swallow, chairman building committee. (Recently mentioned.)

Bogalusa, La.—Baptist Church has had plans prepared for edifice. Address The Pastor, Baptist Congregation.

Deland, Fla.—St. Peter's Catholic Church will remodel and enlarge edifice; J. T. Cairns of Deland is reported as preparing plans.

Florence, Ala.—Methodist congregation in vicinity of Seven Points will erect edifice; committee appointed composed of J. B. McKelvey, C. T. Hamm and others.

Fort Worth, Texas.—Hemphill Street Presbyterian Church, Rev. J. P. Hicks pastor, contemplates erection of edifice to cost \$15,000.

Hickory, N. C.—Reformed Congregation will erect edifice; seating capacity about 800; basement for Sunday-school; cost about \$25,000. Address The Pastor, Reformed Congregation.

Jacksonville, Fla.—First Christian Church has secured permit to erect one-story frame church building. Address The Pastor, First Christian Congregation.

Kaufman, Texas.—Methodist Episcopal Church South has not set date of opening bids for erection of edifice; plans by Geo. Lindsey, Greenville, Texas; hot-water heat; electric lighting; cost about \$12,000; contract recently noted awarded at \$1100 for construction of foundation; A. R. Nash, Kaufman, may be addressed.

LaFayette, La.—St. John's Catholic Church, Rev. Father Teurlings, Pastor, will erect edifice to cost \$50,000.

Memphis, Tenn.—Lauderdale Street Presbyterian Church, Rev. J. C. Molloy, pastor, will erect edifice.

Montevallo, Ala.—Methodist Church had plans prepared by Miller & Martin, Title Guarantee Bldg., Birmingham, Ala., for edifice recently mentioned; brick structure; hot-air heat; cost about \$8000; date of opening bids not set; J. Alexander Moore, trustee.

Moreauville, La.—Catholic Church, Rev. Father Gilbert, pastor, will erect brick edifice to cost \$12,000, replacing structure recently reported burned.

Oklmulgee, Okla.—M. E. Church South, W. J. Sims, pastor, Box 255, will have plans prepared by Griffith & Keith of Sapulpa, Okla., and Okmulgee, for edifice to be erected at cost of about \$25,000; structure to be

of pressed brick, 75x90 feet; steam heat. (Recently mentioned.)

St. Louis, Mo.—St. Henry's Catholic Church, Rev. John H. Hoffmann, rector, awarded contract to Ratermann Building & Contracting Co. of St. Louis for erection of edifice; 60x180 feet; brick and stone; steam heat; electric and gas lighting, supplied from city lighting company; estimated cost, \$60,000; plans prepared by Wessbecher & Hildebrand of St. Louis.

### COURTHOUSES

Beaumont, Texas.—Jefferson County Commissioners have rejected all bids for remodeling courthouse and jail and requested F. W. Steinman of Beaumont, architect, to revise plans and specifications; W. C. Whitney of Beaumont submitted lowest bid at \$12,850. (Previously mentioned.)

Grafton, W. Va.—Jones & Thomas have contract to erect addition to Taylor county courthouse; 26x26 feet; one story and basement; Edward H. Hostler has contract for plumbing; John C. Tibbets prepared plans; both contractors and architect of Grafton; Hayward Fleming, County Clerk.

Monticello, Fla.—Jefferson county is having plans prepared by R. C. Hosford & Co., Eastman, Ga., and Bartow, Fla., for courthouse; fireproof; grates for heating; electricity for lighting to be obtained from city; size and general character of building not determined; bids to be opened in about 90 days; estimated cost, \$40,000; J. T. Budd, chairman of committee. (E. C. Hosford & Co. recently incorrectly noted as contractors for erection.)

Pulaski, Tenn.—Giles county has introduced bill in Legislature providing for \$100,000 courthouse bond issue. Address County Commissioners.

St. Mathews, S. C.—Orangeburg county contemplates issuing \$50,000 of bonds for erection of courthouse and jail. Address County Commissioners.

### DWELLINGS

Alexandria, La.—Crosby & Henkel, New Orleans, La., have prepared plans for three residences to be erected in Alexandria, to cost from \$5000 to \$25,000 each.

Arnold, Md.—Joseph H. Branham, Eutaw Pl. and North Ave., Baltimore, Md., has purchased site near Arnold containing 112 acres, and will erect residence; will divide portion of land for building sites.

Atlanta, Ga.—John M. Slaton will erect residence; two stories; English half timber style; cost about \$25,000; construction has begun.

Baltimore, Md.—St. John's Methodist Episcopal Church, Madison Ave. and Laurens St., is having plans prepared by Edward L. Walsh of J. H. Walsh & Bro., 321 Clay St., Baltimore, for parsonage at Madison avenue and Laurens street; two-and-a-half stories; press and buff brick; stone trimmings; concrete foundation; slate roof; parquetry and hardwood flooring; hot-water heat; electric lighting; arched windows; cost about \$10,000; contractors estimating include Thos. P. Johns, 1514 Harford Ave.; Thos. L. Jones & Sons, 410 West Saratoga St.; T. B. Stanfield & Son, 109 Clay St., and J. H. Walsh & Bros., 321 Clay St., all of Baltimore.

Baltimore, Md.—Mrs. H. C. Chaney is having plans prepared by F. E. Beal, 213 St. Paul St., Baltimore, for residence on Roslyn avenue; two and a half stories; press brick with stone trimmings; slate roof; concrete foundation; 30x33 feet; cost about \$5000; contract for erection awarded to Baker & Multer, Baltimore.

Baltimore, Md.—William T. Russell, 2100 7th St., Walbrook, has had plans prepared by Stanislaus Russell, 2900 Clifton Ave., Baltimore, for five residences on Chelsea terrace, recently mentioned; three stories; brick with stone trimmings; foundation heavy stone laid in cement; terra-cotta roofing; 16x65 feet; hot-water heat; electric and gas lights; cost about \$15,000.

Baltimore, Md.—J. William Sheffer, Court-house, awarded contract to Rodgers & McCall, 21 East Saratoga St., Baltimore, for erection of two residences on Forest avenue; two and a half stories; brick and frame; 30x36 feet; foundations heavy stone laid in cement; slate roof; parquetry and hardwood flooring; steam heat; electric lights; cost about \$9000; plans by Clarence E. Anderson, 632 Law Bldg., Baltimore.

Baltimore, Md.—Walter L. Westphal, 1700 North Bond St., will erect 47 two-story dwellings on 3d street and Leaverton avenue, Highlandtown; furnace heat; sanitary plumbing; cement cellars; mill construction; cost \$900 each; plans by S. N. Berstermann, 36 North Potomac St., Baltimore.

Birmingham, Ala.—D. Sinclair will erect



\$1000 dwelling; two stories; frame; ordinary construction; hot-air heating; electric lighting; Adams & Chamblee, Birmingham, contractors.

Birmingham, Ala.—R. E. Cooper will erect two-story dwelling; frame; ordinary construction; hot-air heat; electric lighting; cost \$5000.

Birmingham, Ala.—T. G. Brabston will erect \$5000 dwelling; two-story frame; ordinary construction; hot-air heat; electric lighting; plans by D. O. Whildin, 711 Title Guarantee Bldg., Birmingham; date of openings bids not set.

Birmingham, Ala.—Mr. Albright had plans prepared by J. W. McClain, Birmingham, for \$3500 residence; 40x55 feet; grates; electric lighting; contract not let.

Birmingham, Ala.—Brooks Lumber Co. will erect dwelling at West End to cost within \$500; 35x50 feet; ordinary construction; grates; electric lighting; plans by J. W. McClain, Birmingham; built by days' labor.

Baltimore, Md.—William A. Davidson, Jr., has had plans prepared by Jacob F. Gerwig, 210 E. Lexington St., Baltimore, for 10 two-story dwellings on Cole street; 13x40 feet; cost about \$15,000.

Birmingham, Ala.—R. P. Dunlop had plans prepared for \$3300 residence at North Highland by J. W. McClain, Birmingham, Ala.; two-story frame; 35x50 feet; ordinary construction; electric lighting; grates; contract not let.

Charlotte, N. C.—Thomas H. Wright has had plans prepared by Hunter & Gordon, Charlotte, for residence to cost \$8000.

Charlotte, N. C.—W. T. McCoy awarded contract to R. N. Hunter Company to erect residence in Dilworth to cost about \$5000.

Chattanooga, Tenn.—T. J. Browder, Standard Oil Co., E. Main St., awarded contract to George Ballard, Chamberlain Bldg., Chattanooga, at \$2060, for rebuilding dwelling on Birds Mill road; two-story; frame; shingle roof; size 30x35 feet; hard pine interior finish; cabinet mantels.

Concord, N. C.—Archibald Cannon has had plans prepared by Hunter & Gordon, Charlotte, N. C., for residence in Concord to cost about \$8000.

Furman, S. C.—J. H. Adams is having plans prepared for residence by Preacher & Holman, Augusta, Ga.

Gaffney, Ala.—W. N. Turner awarded contract to T. J. Alexander for erection of small two-story dwelling recently mentioned; plans by contractor; electric lighting. (See "Machinery Wanted.")

Houston, Texas.—James L. Autrey will erect residence in Westmoreland; cost \$18,000.

Houston, Texas.—J. F. Minton will erect residence in Westmoreland.

Jasper, Tenn.—A. L. Robeson had plans prepared by J. W. McClain, Birmingham, for proposed \$4500 residence; 50x70 feet; ordinary construction; gas lighting; grates; contract not let.

Kansas City, Mo.—R. A. Long reported as to begin erection of proposed residence; French renaissance style; exterior cut Bedford stone; large classic portico at front; columns reaching two stories; 105x65 feet, with wing 41x51 feet; sun veranda on first floor, 14x30 feet; cost about \$300,000; plans by Howe & Holt, Kansas City.

Knoxville, Tenn.—Mrs. M. B. Rutherford, Corryton, Tenn., has had plans prepared by L. C. Waters, Knoxville, for residence in Knoxville; nine rooms; cost \$3000.

Memphis, Tenn.—M. S. Curley will erect \$2500 residence; 32x45 feet; ordinary construction; grates; electric lighting; plans by J. W. McClain, Birmingham; date of opening bids not set.

New Iberia, La.—Crosby & Henkel, New Orleans, La., have prepared plans for five dwellings to be erected in New Iberia to cost from \$5000 to \$35,000 each.

New Orleans, La.—M. S. Daniels (represented by J. W. Panushka, 810 Hennen Bldg., New Orleans) had plans for proposed \$4000 residence prepared by J. Chas. Valadie, 810 Hennen Bldg.; semi-fireproof construction; concrete block; five rooms on each side; grates; electric and gas lighting; bids received, but contract not awarded. (See "Machinery Wanted.")

New Orleans, La.—Louis Billet, 1324 Moss St., is receiving estimates for erection of two double two-story cottages; fireplaces; gas and electric lighting; plans by Alex. Hay, 127 Carondelet St., New Orleans.

New Orleans, La.—R. B. Barrow, Terrebonne, Minn., will erect residence in New Orleans to cost about \$25,000.

New Orleans, La.—E. E. Lafaye and R. E. DeMontiuzin will erect residence on Gentilly road.

Norfolk, Va.—R. P. Denby contemplates erection of six dwellings, to cost about \$25,000.

Norfolk, Va.—C. W. Northern awarded contract to J. D. Andres, Norfolk, for erection of brick residence recently mentioned.

Norfolk, Va.—Mrs. R. L. Seidner awarded contract to R. W. Price, Norfolk, for erection of residence; brick; cost \$8000.

Portsmouth, Va.—J. E. Snelling awarded contract to J. E. Hannahan, Portsmouth, for erection of two two-story frame double tenements; cost \$4000.

Rivermont, Va.—George D. Witt awarded contract to C. W. Womack & Co., Lynchburg, Va., for erection of residence at Rivermont; two stories, basement and attic; frame with cream-colored cement stucco; cost about \$10,000; plans by Frey & Chesterman, Lynchburg.

St. Tammany, La.—Louisiana Anti-Tuberculosis League will erect 9 or 10 cottages. Address Dr. O. Joachim, Macheca Bldg., New Orleans, La. (See "Miscellaneous Structures.")

St. Louis, Mo.—George F. Bergfeld Investment & Construction Co. will erect eight dwellings, to cost about \$64,000.

St. Louis, Mo.—Josie N. Travers awarded contract to George E. Bergfeld Investment & Construction Co. for erection of residence; two and a half stories; nine rooms; cost about \$7500.

Washington, D. C.—H. R. Howenstein Company, 1314 F St. N. W., will erect 10 residences on Adams street; colonial porches; steel construction; brick; frontage 22 feet.

Washington, D. C.—Middaugh & Shannon, Ray E. Shannon president, 2405 I St. N. W., will erect 44 dwellings in Woodley Park; stone and brick; colonial design; nine rooms and several baths; interior finished in hardwood; cost about \$400,000.

Washington, D. C.—C. B. Hight, Colorado Bldg., will erect 12 dwellings on Georgia avenue and Morton street, recently mentioned; brick six-room houses; plans by A. H. Beers, 1333 G St. N. W., Washington. (Recently incorrectly noted as C. B. Hite, Pennsylvania Ave.)

## GOVERNMENT AND STATE BUILDINGS

Abilene, Texas.—Weather Bureau.—M. W. Hays, acting Secretary of Agriculture, United States Department of Agriculture, Washington, D. C., will receive bids until February 23 for erection of two-story and cellar brick building for Weather Bureau, United States Department of Agriculture, at Abilene in accordance with plans and specifications, which may be obtained from observer, Weather Bureau, Abilene, and at office of chief of Weather Bureau, Washington, D. C.; bids to be addressed to Chief of Weather Bureau, Washington, D. C.

Americus, Ga.—Postoffice.—George Becking, Chattanooga, Tenn., has contract at \$51,646 for erection of postoffice building at Americus. (Recently mentioned.)

Fort Howard, Md.—Buildings.—Benjamin F. Bennett Building & Engineering Co., 123 South Howard St., Baltimore, has contract for erection of two double sets of non-commissioned officers' quarters at \$11,735, and for construction of one barrack at \$34,000; contract for plumbing awarded to C. A. Howard, Annapolis, Md., at \$2417. (Recently mentioned.)

Gadsden, Ala.—Postoffice.—Treasury Department, office of Supervising Architect James Knox Taylor, Washington, D. C. Proposals will be received until March 1 for construction (complete) of U. S. postoffice at Gadsden in accordance with drawings and specification, copies of which may be had at above office or at office of postmaster at Gadsden, at discretion of Supervising Architect.

Murfreesboro, Tenn.—Postoffice.—W. F. Henry of Murfreesboro has contract at about \$38,000 for erection of U. S. postoffice at Murfreesboro. (Recently mentioned.)

Roanoke, Va.—Postoffice.—Bids will be received at office of James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C., until February 23 for construction (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of U. S. postoffice and courthouse at Roanoke in accordance with plans and specifications, copies of which may be obtained from custodian at Roanoke or at above office at discretion of Supervising Architect. (See "Heating Apparatus" in "Machinery, etc., Wanted.")

Wheeling, W. Va.—Postoffice Improvements. Treasury Department, office of Supervising Architect James Knox Taylor, Washington, D. C. Sealed proposals will be received until February 16 for alterations to 12th-

street entrance at U. S. postoffice, courthouse and custom-house building at Wheeling in accordance with drawings and specification, copies of which may be had at above office or at office of custodian at Wheeling, at discretion of Supervising Architect.

## HOTELS

Alexandria, La.—Crosby & Henkel, New Orleans, La., are preparing plans for improvements to hotel at Alexandria to cost \$40,000.

Atlanta, Ga.—Balsam Inn Co., incorporated with \$20,000 capital stock by Mrs. Walton H. Wiggs and others.

Baltimore, Md.—Herman Dubner, proprietor Hotel Herman, Pratt and Eutaw Sts., has had plans prepared by George A. Fuller Co., Munsey Bldg., Washington, D. C., for hotel; nine stories; fireproof; steel frame; facade of granite and light-colored brick, with limestone or terra-cotta trimmings; terra-cotta or concrete floors and partitions; first floor to have lobby, two dining-rooms, etc.; electric fountain in center of large dining-room; rooms to have marble finishing and quartered-oak and mahogany woodwork; second floor to have banquet hall 41x68 feet; third and fourth floors to have 15 sleeping chambers each, and remaining five floors to have 20 rooms each, with private baths and other appurtenances; structure 76x122 feet; steam heat; electric lighting; elevators not decided; cost about \$1,000,000; bids to be opened July 15. (Mentioned in November.)

Burlington, N. C.—Mrs. E. M. Ward will erect 30-room brick addition to Ward Hotel.

Dallas, Texas.—H. P. Mozier, Dallas, has prepared plans for addition to St. George Hotel and remodeling of present building; addition to be of fireproof construction; brick and steel; four stories; steam heat; cost \$50,000; contract to be awarded February 1; contract for excavation let to Charles Hodges, Dallas. (Recently mentioned.)

El Campo, Texas.—Bailey Mills Co., Victoria, Texas, has contract to erect addition to Rice Hotel at El Campo, estimated to cost \$5000; structure is owned by Victoria (Texas) Investment Co. and operated by Mrs. I. C. Klein.

Hickory, N. C.—Huffman & Fry, Box 300, will not award general contract, but will personally superintend construction of four-story brick hotel recently mentioned; to have two right-angle wings, each 100x38 feet; steam heat; electric lighting; electric elevator; cost \$50,000; plans by W. L. White. (See "Machinery Wanted.")

Holart, Okla.—Mr. Harding, proprietor of Nash Hotel, will erect addition; 33x50 feet; three stories and basement; steam heat; when completed, building will have total of 98 rooms.

Kansas City, Mo.—J. H. White and Benjamin J. Dreyfuss are having plans prepared by Jackson & McIlvain, Dwight Bldg., Kansas City, for building; four stories; vitrified brick; 125x125 feet; first floor to be occupied by bank, stores and hotel office, dining-room and kitchen.

Kingsville, Texas.—Mrs. Patrick Horan will erect hotel; two stories; frame; about 30 rooms; contract awarded.

Little Rock, Ark.—Marion Hotel Co., Herman Kahn, president, awarded contract to Geo. R. Mann, Little Rock, for erection of hotel; construction recently noted to begin at once; nine-story fireproof structure; 45x125 feet; cost \$100,000.

Macon, Ga.—Etheridge, Foor & Co., owners of Hotel Lanier, contemplate expending \$100,000 in improvements to hotel, including remodeling of front and addition of 60 rooms in rear. (Recently mentioned.)

New Iberia, La.—Crosby & Henkel, New Orleans, La., are preparing plans for hotel to be erected at New Iberia, to cost \$100,000.

Norfolk, Va.—Hague Hotel Corporation, J. W. O'Connor, president, recently reported incorporated, will own three-story fireproof brick hotel at Huntville recently built.

San Antonio, Texas.—Moeller Bros., New Braunfels, Texas, have contract at \$10,777 to erect Altheim Hotel in San Antonio.

Tulsa, Okla.—Burt Centers has had plans prepared by Moore & Hugenius of Tulsa for three-story brick hotel.

## MISCELLANEOUS STRUCTURES

Alexandria, La.—Clubhouse.—B. P. O. Elks has had plans prepared by Crosby & Henkel, New Orleans, La., for clubhouse; cost about \$40,000.

Anniston, Ala.—Business Buildings.—L. H. Kaplan will erect block of business buildings; about six stores; two stories; brick.

Arlington, Texas.—Sanitarium, etc.—J. D. Collins and associates contemplate, it is re-

ported, establishment of sanitarium, bath-house and bottling plant; have franchise to use water from city's artesian well.

Atlanta, Ga.—Business Building.—W. S. Elkin contemplates erection of business building 100x200 feet.

Atlanta, Ga.—Hospital.—Plans on foot for establishment of Presbyterian hospital in Atlanta; site and building to cost about \$100,000; Charles McKinney, chairman of committee.

Baltimore, Md.—Clubhouse.—Maryland Motor Boat Club awarded contract to George A. Blake, 301 Law Bldg., Baltimore, for erection of clubhouse at Ferry Bar; two and a half stories; frame; shingled sides; slate roof; foundation of heavy stone laid in cement; hot-water heat; electric lights; shower and needle baths; cost about \$10,000; plans by Theodore Wells Pietsch, American Bldg., Baltimore. (Recently mentioned.)

Barboursville, Ky.—Lodge Building.—La Bell Lodge No. 59, I. O. O. F., had plans prepared by J. R. Smith, Barboursville, for erection of lodge building (with business rooms and offices) recently mentioned; three-story structure; 30x30 feet; brick and stone; gas heating and lighting; cost \$10,000; bids to be opened about March 1; F. D. Sampson, chairman building committee, Barboursville.

Barboursville, Ky.—Mercantile Building.—J. O. Gibson, Pennington Gap, Va., awarded contract to J. H. Blackburn, Barboursville, for erection of mercantile building recently mentioned; brick structure; 37½x100 feet; natural-gas lighting and heating; cost \$35,000; architect, W. F. Baker, Big Stone Gap, Va.; construction begun.

Beaumont, Texas.—County Jail.—Jefferson county has rejected all bids for repairing and remodeling county jail; plans by F. W. Steinman, Beaumont. (See "Courthouses.")

Beaumont, Texas.—Express Building.—Wells-Fargo Express Co., Joseph E. Cruse, assistant superintendent, will receive bids and soon award contract for erection of building; 35x60 feet; cost \$5000. (Previously mentioned.)

Birmingham, Ala.—Stores, etc.—R. W. Owen and R. E. McDavid will erect two-story building; two stores and apartments; plans by W. E. Spink, Title Guarantee Bldg., Birmingham; structure 50x55 feet; cost \$7500.

Brady, Texas.—Business Building.—Mrs. M. C. Dutton will erect business building; one story; stone; 100x120 feet; iron and glass front; divided into four rooms.

Canton, N. C.—Business Building.—W. M. Hill Company, Asheville, N. C., will, it is reported, erect business building in Canton; three stories; brick.

Carmen, Okla.—Home.—Home Board of Control, I. O. O. F., George W. Bruce, Guthrie, Okla., secretary, awarded contracts to John A. Johnson, Oklahoma City, Okla., and Billings & Snyder, Guthrie, for erection of proposed Odd Fellows' Home at Carmen; two-story brick, with attic and basement; 40x110 feet; steam heat; electric lighting; cost \$45,000; plans by W. B. Burdett, Guthrie.

Chattanooga, Tenn.—Building.—John Thompson, McConnell Block, awarded contract to Johnson & Stewart, 31 News Bldg., Chattanooga, for erection of two-story building on Pine street; brick; composition roof; brick foundations, laid in cement; size 23x30 feet; gas and electric lighting; plumbing; 25½ feet cement floor at rear end first story.

Columbia, Tenn.—Store Building.—Jasper Neely will erect store building.

Dermott, Ark.—Business Building.—J. Cohen will erect two-story brick business building.

Fayetteville, N. C.—Store, etc.—J. R. Tolar awarded contract to John F. Black for plans and construction of improvements to two-story brick business building recently mentioned; store on first floor; offices above.

Fort Worth, Texas.—Business Building.—Charles Nash and A. E. Want will erect six-story business building; reinforced concrete; cost \$200,000.

Grenada, Miss.—G. W. Eatman and A. J. McCaslin awarded contract to Irbly & Whitaker, Grenada, and to Mr. Hollean, Memphis, Tenn., for woodwork on business building; two stories; tile and concrete floors.

Hampton, Va.—Store and Laundry Building.—R. I. Mason and J. M. Willis have had plans prepared by C. T. Holtzclaw, Hampton, for three one-story brick storerooms and large laundry building; laundry part of building to be occupied by Hampton Steam Laundry. Alexander Weston, Hampton, at \$6190, is lowest bidder for construction and will probably receive contract.

Holland, Texas.—J. P. Morroh will rebuild store building recently burned; construction has begun.

Houma, La.—Commercial Building.—A. J.

nonvillain will erect fireproof commercial building.

Houston, Texas.—Store Building.—W. C. Stripling will erect addition to store building and remodel present structure; addition to be three stories, with provision for two additional stories; maple hardwood floors; improvements to cost \$150,000.

Jefferson City, Tenn.—Business Building.—J. B. Butler is having plans prepared by Bauman Bros., Knoxville, Tenn., for business building; two stories; brick.

Kansas City, Mo.—Business Building.—D. O. Smart, 616 R. A. Long Bldg., had plans prepared by H. J. Stroch, Kansas City, for five-story business building recently mentioned; steel structure; 48x132 feet; steam heat; electric passenger and freight elevators; cost \$100,000; date of opening bids not set.

Kansas City, Mo.—Store Buildings.—Miss M. L. Williams has purchased site with frontage of 90 feet and will erect store and apartment buildings.

Kansas City, Mo.—Department Store.—John Taylor Dry Goods Co. will erect department-store building; seven stories; fireproof; cost about \$500,000.

Knoxville, Tenn.—Business Building.—Sanford Estate is having plans prepared by George F. Barber, Knoxville, for business building; four stories in front, five stories in rear; brick.

Knoxville, Tenn.—Business Building.—Sanford estate will erect business block.

Lexington, Ky.—Home.—Bids addressed to J. W. Carter, Grand Keeper of Records and Seal, 707 Trust Company Bldg., Lexington, will be opened February 13 for erection of Pythian Widows and Orphans' Home near Lexington; plans and specifications on file at office of Lanham Robinson, architect, 413 Farmers and Traders' Bank Bldg., Covington, Ky.; structure to have basement, first, second and attic floors; Flemish bond brick work, colonial style; 36x68 feet; ordinary construction; low-pressure steam heat; acetylene gas and electric lighting; hydro-pneumatic water supply; cost \$16,000. (Recently mentioned.)

Mineral Wells, Texas.—Bimini Bathhouse Co. awarded contract to Goodrum, Murphy & Croft of Mineral Wells for erection of bath and office building. (See "Bank and Office Buildings.")

Monroe, La.—Prison.—Police Jury appointed committee of three to consider and report to jury on March 1 the proposed new prison for Ouachita parish; Hon. D. A. Breard, Monroe, chairman of committee. (Recently mentioned.)

Nashville, Tenn.—Hospital.—Bids will be opened February 17 for erection of hospital building for University of Nashville, according to plans by Meyer J. Sturm, Chicago, Ill.; certified check for 5 per cent. amount of bid; plans and specifications on file at office of C. A. Ferguson, supervising architect, 63 Arcade Bldg., Nashville; Robert Ewing, Chairman of Building Committee.

New Orleans, La.—Parish-house.—Trinity Church will erect parish-house; 33x125 feet; two stories; two entrances from parish-house to church will be cut on each floor, making new building part of church; cost about \$30,000; Rev. Beverly Warner, rector.

Norfolk, Va.—Store Buildings.—T. S. Southgate awarded contract to Murden & Hart, Norfolk, for erection of three store buildings; brick; gravel roofs; 20x30 feet; cost \$500.

Norfolk, Va.—Parish House.—St. Paul's P. E. Church is having plans prepared by Ferguson & Calrow, Norfolk, for parish house, to cost about \$15,000; Caldwell Hardy, George L. Arps, Adam Tredwell and others, building committee.

Norfolk, Va.—Y. M. C. A. Building.—Young Men's Christian Association has had plans prepared by R. E. Mitchell for proposed association building, to cost about \$150,000; bids will be asked about March 1.

Orange, Texas.—Drug Store and Grocery.—B. F. Hewson awarded contract to E. J. Chauvin & Co., Orange, for erection of proposed drug store and grocery; mill construction; 75x90 feet; electric lighting; cost \$6000; plans by N. W. Pane.

Orange, Va.—Store.—Emil Levy will expend \$12,000 in erection of two-story-and-basement store building recently mentioned; plans by N. T. Wingfield, Charlottesville, Va.; contractors, Culpeper Hardware & Manufacturing Co. (E. A. Walters, president), Culpeper, Va.; steam or hot-water heat; electric lighting. (See "Machinery Wanted.")

Plaquemine, La.—Stores.—Uhry & Wutke are having plans prepared by Gordon S. Levy, 717 Hennen Bldg., New Orleans, for

two two-story brick jewelry and clothing stores; 62x90 feet; ordinary construction; date of opening bids not decided.

Quitman, Ga.—Business Block.—A. Sweat has had plans prepared by W. B. Camp, 20 Main St., Jacksonville, Fla., for business block; one story; brick; to contain four stores; electric lights. (Recently mentioned.)

Salem, N. C.—Department Store.—Mrs. R. J. Reynolds awarded contract to Fogle Bros. Co., Salem, for erection of department-store building to be occupied by A. Daye & Co.; will install elevators; cost \$20,000; plans by Willard C. Northrup, Salem.

Silver Creek, Miss.—Business Building.—F. B. Denson awarded contract to Edgar Garrett for erection of small business building recently mentioned; 30x50 feet; one story; brick. (See "Machinery Wanted.")

Statesville, N. C.—County Jail.—Commissioners of Iredell county will receive competitive plans for county jail building to be erected at Statesville; cost not less than \$20,000 nor more than \$30,000; sufficient rooms for jailer and not less than 30 prisoners; compartments for white and colored, both male and female; more room for colored than white; compartments for tuberculosis white male and black male and female and department for insane white and black male and female; N. B. Mills, chairman Board of County Commissioners.

St. Louis, Mo.—Home.—National Benevolent Association of Christian Church, J. W. Perry president, contemplates erection of several institutional buildings; cost several hundred thousand dollars.

St. Louis, Mo.—Clubhouse.—M. S. Fuqua is promoting organization of automobile club and erection of clubhouse; five stories; frontage 100 feet; cost about \$100,000.

St. Matthews, S. C.—Store Buildings.—J. A. Banks will erect three brick store buildings.

St. Matthews, S. C.—County Jail.—Orangeburg county contemplates voting on \$50,000 bond issue for erection of county jail and courthouse.

St. Tammany, La.—Sanitarium.—Louisiana Anti-Tuberculosis League, St. Tammany parish, will erect buildings for tuberculosis patients, including administration building, nine or ten cottages, stables, etc.; plans not determined; architect not engaged. Dr. O. Joachim, Macheca Bldg., New Orleans, may be addressed.

Tallulah, La.—Jail.—Madison Parish will open bids February 1 for erection of annex to parish jail at Tallulah, to be fitted with steel cages, and overhauling and repairing present structure. Address Police Jury.

Tampa, Fla.—Business Block.—W. D. Frisbie, Tampa, has contract at \$16,320 for erection of Whitaker Block; two stories; brick.

Tampa, Fla.—Home.—Bids will be received for erection of addition to Children's Home; plans and specifications on file at office of Fred J. James, Drew Bldg., West Tampa.

Washington, D. C.—Store and Apartment Building.—C. B. Hight, Colorado Bldg., has had plans prepared by A. H. Beers, 1333 G St. N. W., Washington, for store and apartment building at 332 Georgia avenue N. W.; two stories; brick; cost \$2500; owner, builder.

Waynesboro, Miss.—County Jail.—Wayne county awarded contract to Dobby Bros., Waynesboro, for erection of brick addition to county jail; J. F. Pou, president Board of Supervisors.

Whiteside, Mo.—County Farm.—Lincoln county will vote on issuance of \$20,000 of bonds for improvements of County Farm. Address County Commissioners.

### MUNICIPAL BUILDINGS

Baltimore, Md.—Truckhouse.—Frederick Decker & Son, 1209-1211 East Biddle St., Baltimore, have contract at \$26,200 to erect building at Calvert and Read streets for No. 16 Truck Company; Mottu & White, Professional Bldg., Baltimore, prepared plans. (Recently mentioned.)

Hannibal, Mo.—City Hall.—City will erect public building for which \$75,000 of bonds were recently reported voted; contemplated to have plans and specifications ready in about 60 days; A. S. Scheineman, City Clerk.

Independence, Mo.—City Hall.—City is contemplating erection of city hall, to cost about \$15,000, to take place of small brick structure (jail) recently noted to be erected and for which H. H. Pendleton, City Engineer, has been preparing plans; if jail only is built construction will be by day labor and cost about \$600.

Kansas City, Mo.—Comfort Station.—Board of Public Works, Robert W. Goodnow, secretary, City Hall, awarded general contract for erection of comfort station to Carl A. Nilson at \$6764, and to Cotter-McDonnell Plumbing & Heating Co. for plumbing at

\$4461, both firms of Kansas City. Two tablets or bas-reliefs will be placed on two sides of base, other two sides to be occupied by drinking fountains; these ornamentations will cost about \$3500 additional; George R. Barse, Jr., received authority from Board for Christian Dryer of Kansas City Fine Arts Institute to make designs; Walter P. Birmingham, 202 First National Bank Bldg., Kansas City, prepared plans for entire structure; fund appropriated is \$15,000. (Recently mentioned.)

Newport News, Va.—Almshouse.—E. F. Piland and I. S. Davis of Newport News have contract for erection of almshouse in Elizabeth City county, and have been authorized to proceed with work. Plans by City Engineer call for brick structure with slate or tin roof. (Mentioned in November.)

St. Louis, Mo.—Hospital.—A. B. Groves, architect, St. Louis, has submitted plans for proposed City Hospital to A. J. O'Reilly, president Board of Public Improvements; ordinance will be drafted authorizing erection of buildings; hospital group will consist of four buildings—five-story main building, two four-story hospital wings and clinic building; estimated cost, \$900,000. (Recently mentioned.)

### RAILWAY STATIONS

Baton Rouge, La.—Texas & Pacific Railway, B. S. Wathen, chief engineer, Dallas, Texas, will, it is reported, erect passenger station at Baton Rouge.

Beaumont, Texas.—St. Louis & San Francisco Railway, J. F. Hinckley, chief engineer, St. Louis, Mo., contemplates, it is reported, erecting depot in Beaumont. (See "Railway Shops, Terminals, Roundhouses, etc.")

Big Spring, Texas.—Texas & Pacific Railway, B. S. Wathen, chief engineer, Dallas, Texas, has plans for passenger depot to cost \$16,000.

Cisco, Texas.—Texas & Pacific Railway, B. S. Wathen, chief engineer, Dallas, Texas, and Texas Central Railroad, C. Hamilton, vice-president and general manager, Waco, Texas, have joint plans for station at Cisco to cost \$8000.

Galveston, Texas.—Gulf & Interstate Railway of Texas, W. G. Massenburgh, chief engineer, Galveston, awarded contract to Jansen & Zempter of Galveston for erection of proposed passenger station; frame, with corrugated iron walls and roof; one story; 85x25 feet.

Hattiesburg, Miss.—New Orleans & North-eastern Railroad (Queen & Crescent Route), D. D. Curran, general manager, 839 Gravier St., New Orleans, La., awarded contracts for erection of passenger station at Hattiesburg to Jefferson Contracting Co., Birmingham, Ala., for brick and stone work, costing about \$63,500, and to Chattanooga Steel Co., Chattanooga, Tenn., for steel at \$12,500; plans, prepared by Milburn Helster & Co., Home Life Bldg., Washington, D. C., call for passenger depot, 36x215 feet; red pressed brick, with stone trimmings; ordinary construction; concrete foundation; tile roof; tile floors; low-pressure steam heat; electric lighting; umbrella train sheds 1000 feet long on both sides of building, steel to be furnished by the Chattanooga contractors; express building 36x75 feet, separate from main depot building, but included in contract. (Recently mentioned.)

Houston, Texas.—Executive Committee of Houston Belt & Terminal Co., W. E. Green president, Houston, will, it is reported, hold meeting January 29 for preparing plans whereby bonds will be issued for erection of passenger depot on terminal property. (See "Railway Shops, Terminals, Roundhouses, etc.")

Ruston, La.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., is considering erection of depot at Ruston, recently noted; no decision yet reached.

Wadesboro, N. C.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., and Atlantic Coast Line Railroad, E. B. Pleasants, chief engineer, Wilmington, N. C., have had plans prepared for union passenger station at Wadesboro; 81x41 feet.

### SCHOOLS

Alexandria, La.—Rapides Parish School Board will erect \$40,000 school building recently mentioned; architect not selected; building probably of ordinary construction; about 10 or 12 rooms; brick; steam heat; D. B. Showalter, parish superintendent.

Ardmore, Okla.—City will probably vote on \$100,000 bond issue for erection of high-school building. Address The Mayor.

Ashburn, Ga.—City has voted \$55,000 of bonds for school, water-works and electric-

light improvements. Address The Mayor. (Mentioned in December.)

Athens, Tenn.—Bids will be received at store of J. B. Childress, Athens, until February 15 for erection of school building; certified check for \$300, payable to J. B. Childress, treasurer, Board of Education; plans and specifications on file at offices of Adams & Alsop, James Bldg., Chattanooga, Tenn., or of J. R. Nankivell, Athens; proposals must be made on blank forms, which may be secured at either of above places; W. Z. Long, Chairman Building Committee, Athens.

Atlanta, Ga.—City will vote April 7 on \$500,000 for erection of school buildings. Address The Mayor. (Recently mentioned.)

Brookhaven, Miss.—City will issue \$15,000 of bonds for school improvements. Address The Mayor.

Broussard, La.—Catholic congregation has not engaged architect to prepare plans for school building recently mentioned; two-story structure; to contain classroom for 200, dormitory for 10 persons, living and dining rooms and small house chapel; frame, with brick veneer, or entirely of cement blocks; acetylene-gas lighting; cost \$10,000; contract to be awarded within a month; Rev. Arthur Drossaerts to be addressed.

Central, S. C.—City awarded contract to B. E. Grandy, Pickens, S. C., to erect school building previously mentioned; hot-air heat; electric lights; cost about \$10,000; plans prepared by C. Gadsden Sayre, Payne Building, Anderson, S. C.

Chattanooga, Tenn.—Hamilton county will petition Legislature for authority to issue \$150,000 for school improvements. Address County Commissioners.

Eagle Pass, Texas.—City will soon begin construction of proposed school building, to cost \$27,500. Address The Mayor.

Houston, Texas.—City, recently noted to award contract to D. H. Miller, Houston, for erection of school building, will erect structure 26x90 feet; L. 25x44 feet; two stories; mill construction; cost \$5700. (See "Machinery, etc., Wanted.")

Jonesboro, Ala.—City will vote March 15 on \$30,000 bond issue for school improvements. Address The Mayor.

Kingsville, Texas.—City will erect \$20,000 school building. Address The Mayor.

Lynchburg, Va.—Randolph-Macon Woman's College, W. W. Smith, president, contemplates erection of dormitory and gymnasium building; latter to cost about \$25,000.

Marlow, Okla.—Bids will be opened February 8 for erection of high-school building in Marlow and installation of fan system of heat and ventilation controlled by automatic device; this system to be accompanied by dry closet installation; certified check for 5 per cent. amount of bid; plans and specifications on file at offices of Hair & Smith, architects, Chickasha, Okla., or of J. F. Callaway, clerk of Board of Education at Marlow, or can be obtained on deposit of \$25 for general plans and \$10 for drawings needed by heating men, to be returned to bidder if drawings are returned in good condition in seven days; bids for heating, ventilating and dry closets to be accompanied with contractor's own plans and specifications for same; B. C. Thompson, president Board of Education. (See "Machinery Wanted.")

Memphis, Mo.—City voted January 26 on \$22,500 bond issue for school improvements. Address The Mayor.

Memphis, Tenn.—City will probably issue \$500,000 of bonds for school improvements. Address The Mayor.

Muskogee, Okla.—City has voted \$300,000 of school bonds recently mentioned; will erect high school and two ward school buildings; brick and stone structures; high school to cost \$225,000 and other buildings \$38,000 and \$36,000, respectively. Address The Mayor.

New Orleans, La.—McDonogh School No. 16, contract for which was recently noted to be awarded to John Reusch, New Orleans, will contain 16 rooms, each with capacity of 50 pupils; adjoining each classroom will be commodious cloakroom; basement will be elevated, enclosed and floored; modern plumbing especially adapted for schools; indirect system hot-air heating, which will admit constant supply fresh air in winter; main hall 16 feet wide, extending from one end of building to the other; art nouveau style; walls will be lined with stone-gray pressed brick and terra-cotta; brown terra-cotta tile roof; cost \$61,764; plans prepared by Andry & Bendernagle, 706 Tulane-Newcomb Bldg., New Orleans.

Newton, Miss.—Clarke Memorial College had plans prepared by P. J. Krouse, Meridian, Miss., for boys' dormitory building; brick; steam heat; electric lighting; cost \$10,000 to \$12,000; bids to be opened in April. (See "Machinery Wanted.")



Oakland, Miss.—Yalobusha county will erect high school at Oakland; metal-shingle roof; steel rolling partitions; steam heat; estimated cost \$7500; plans by M. M. Alsop, Charleston, Miss., who will supervise construction; bids advertised by architect.

Raleigh, N. C.—Bids will be opened February 9 for erection and completion of additions and alterations to St. Mary's School; plans and specifications on file at office of C. E. Hartge, architect, Raleigh; K. P. Battle, Jr., secretary trustees.

Sparta, Tenn.—City will erect \$15,000 school building and dormitory; plans not drawn; J. R. Tubb, Mayor. (Contemplated bond issue of \$15,000 recently noted.)

Spring Hill, Ala.—Spring Hill College, Rev. F. X. Twelmeyer, president, is planning rebuilding of east wing and chapel building, recently reported burned at loss of about \$250,000.

St. Matthews, S. C.—Orangeburg county will soon dispose of \$10,000 of bonds for school building in St. Matthews. Address County Commissioners.

Sweetwater, Tenn.—Tennessee Military Institute has had plans prepared by Charles A. Hayes, Knoxville, Tenn., for college building; 400x300 feet; brick, with marble trimmings; three stories; 10-foot porch in rear; swimming pool; cost about \$40,000.

Taylor, Texas.—City will erect school building for colored children to replace burned structure; two stories; seven rooms; cost \$3000. Address The Mayor.

Thomson, Ga.—City will open bids February 9 instead of February 2 (as recently mentioned) for erection of proposed school building, for which \$25,000 of bonds have been voted; plans by G. Gadsden Sayre, Payne Bldg., Anderson, S. C.

Weatherford, Okla.—Bids will be opened February 10 for furnishing all materials and erection of school building in Weatherford; certified check for \$350,000; plans and specifications on file at offices of Layton & Smith, Oklahoma City, Okla., or of Board of Education, Weatherford; George E. H. Goodner, president Board of Education.

Woodsdale, P. O. Wheeling, W. Va.—Ohio county has voted \$43,000 of bonds for erection of school building in Woodsdale. Address The Mayor. (Recently mentioned.)

## THEATERS

Alexandria, Va.—G. S. Willis and W. H. McClure awarded contract to Joseph F. Rodgers of Alexandria for erection of moving-picture and vaudeville theater; fireproof; contain auditorium having seating capacity of 500; entrance to main auditorium through a foyer about 20 feet wide and 80 feet deep; foundation work has begun; plans by Milton Dana Morrill of Alexandria.

Baltimore, Md.—Interests connected with Metropolitan Opera Company, Andreas Dipel, manager, New York, purchased Lyric Theater at Mt. Royal avenue and Cathedral street and will make improvements, including enlargement of stage, remodeling of front of building and facade according to plans now being prepared, installation of electric-lighting system, etc.; Bernhard Ulrich, local manager.

Baltimore, Md.—Thomas Keen of Charles Keen & Son, Lexington and Eutaw Sts., has had plans prepared by Harry H. Brown, 109 Clay St., Baltimore, for remodeling building at 314 West Lexington street as moving-picture theater; lighting is at present electric; Charles N. Boulden, 19 East Saratoga St., in charge of negotiations. Recently mentioned. (See "Machinery Wanted.")

Hagerstown, Md.—C. H. Eckstein will, it is reported, organize stock company to erect auditorium and rink.

Little Rock, Ark.—George R. Mann of Little Rock is preparing plans, it is reported, for hotel to be erected on Capital Theater site.

Springfield, Mo.—Baldwin Theater, recently reported burned, will be replaced by theater to cost \$100,000; L. M. Crawford, Topeka, Kans., has leased new structure; Peter McCourt, Denver, Col., part owner of Baldwin property, will be associated in management.

Washington, D. C.—Amusement Building.—Arcade Amusement Co., 718 Union Trust Bldg., purchased car barn of Capital Traction Co. on 14th street, lately noted to be remodeled into amusement building, garage, etc. (Recent notice incorrectly stated building "leased.")

## WAREHOUSES

Baltimore, Md.—William Zahrendt, 239-247 North Carrollton Ave., awarded contract to Frederick C. Carstens, 653 Cider Al., Baltimore, for erection of warehouse on Lorman street; 25x50 feet; brick and stone; two sto-

ries; concrete foundation; slag roofing; cost about \$3000.

Beaumont, Texas.—Val Blatz Prewing Co., Milwaukee, Wis., will, it is reported, erect two-story brick warehouse in Beaumont.

Hattiesburg, Miss.—The Texas Company (main offices, Houston, Texas) will, it is reported, erect warehouse in Hattiesburg, making latter distributing point for Mississippi.

Houston, Texas.—John F. Garrett purchased site with frontage of 400 feet; understood that Mr. Garrett is acting for James Bute Company, which contemplates erecting warehouse.

Houston, Texas.—W. L. Edmondson will rebuild hay warehouse recently burned.

Houston, Texas.—Schumacher Grocery Co. will erect warehouse on site recently noted purchased; two stories and basement; 150x100 feet; mill construction; electric elevator; cost \$25,000 to \$30,000; architect not announced.

New Orleans, La.—Junius Hart Piano House, Ltd., has had plans prepared by Southron R. Duval, 606 Common St., New Orleans, for piano storage warehouse, stable and driver's dwelling; all under one roof; size 51x106 feet; one story; ordinary construction; composition roof; galvanized-iron sheathed walls; electric lighting; cost \$8000; bids are being received; contract to be let soon.

New Orleans, La.—M. F. Mangrum, manager of estate of Charles Feahney, contemplates erection of stable and warehouse; two stories; brick; 60x198 feet; contractors invited to submit sketches and estimates.

Norfolk, Va.—E. L. Simpson has had plans prepared by Neff & Thompson of Norfolk for building; five stories; brick and steel; fireproof; for stores and storage purposes; cost about \$30,000.

Norfolk, Va.—Norfolk & Southern Railway Co. receivers, Thomas Fitzgerald, general manager, will soon award contract for remodeling of present terminal freight warehouse on river front. (Recently mentioned under "Railway Shops, Terminals, Round-houses, etc.")

Timmonsville, S. C.—S. S. Berger will, it is reported, erect tobacco warehouse in Timmonsville.

## RAILROAD CONSTRUCTION

### RAILWAYS

Abbeville, Ga.—The Abbeville & Northwestern Railway Co., which proposes to build from Abbeville to Fort Valley, Ga., with a branch to Montezuma, a total of 75 miles, has been granted its charter. John L. Bankston is president at Abbeville.

Aberdeen, N. C.—Reported that John Blue, president and general manager of the Aberdeen & Rockfish Railway, Aberdeen, N. C., contemplates building an extension from Raeford to Laurinburg, N. C.

Artemus, Ky.—An official letter to the Manufacturers' Record denies a press report that construction is to be resumed on the Cumberland Railroad. Work was suspended last March, and it is not yet announced when it will again be taken up. B. C. Miller of Warren, Ky., is general manager and chief engineer.

Asheville, N. C.—Mr. R. S. Howland of Asheville writes the Manufacturers' Record that the Asheville & East Tennessee Railroad Co. has been chartered to take over the line of the Weaverville Electric Co. and continue construction of it to Hunteale, N. C., connecting with the Carolina, Clinchfield & Ohio Railway. Line is graded to Weaverville and will be operated there in April. Contractors and engineers will be announced when permanent organization is formed.

Atlanta, Ga.—Reported that the receivers of the Atlanta, Birmingham & Atlantic Railway—H. M. Atkinson and P. S. Arkwright—are considering plans to build the proposed line from Pylriton, Ala., to Atlanta, giving direct route between Atlanta and Birmingham. Negotiations are reported under way for the necessary financing to fulfill the original plans of the company.

Batesville, Ark.—Contract is reported let by the St. Louis, Iron Mountain & Southern Railroad to the Missouri Pacific system for proposed cut-off from Batesville to Mangess, 14 miles, and H. M. Bushman, contractor, has arrived with outfit from Springfield, Mo. Franchise in Batesville is granted. E. F. Mitchell is engineer of construction at St. Louis, Mo.

Beaumont, Texas.—B. F. Yoakum, chairman of the executive committee of the Frisco system, is reported as saying that the building of a new terminal yard and facilities in

Beaumont is contemplated. J. F. Hinckley is chief engineer at St. Louis, Mo.

Buchanan, Va.—The Manufacturers' Record is informed that the O. D. McHenry Company of Stillwater, Pa., which has purchased from John H. Heald & Co. the timber on 23,000 acres of land near Arcadia, Va., has begun grading a railroad to haul timber from the mountains. J. M. Edgar is secretary and treasurer.

Cameron, Mo.—The Missouri River & Cameron Railroad Co. is reported chartered to build a line 35 miles long from the Missouri River, in Platte county, via Smithville to Lathrop, Mo.; capital \$350,000. The incorporators are William W. Lewis (the principal stockholder), Charles O. French, William A. Medill, Fred M. Tigas and U. S. Grant Peabody, all of Kansas City, Mo.

Cape Charles, Va.—Official: The Manufacturers' Record is informed that the New York, Philadelphia & Norfolk Railroad Co. intends to build eight miles of second track near Salisbury, Md.; also a steel bridge of 40-foot span. The Charles H. Sims Company of Philadelphia is the contractor and H. P. Hummel is engineer in charge.

Carrizo Springs, Texas.—W. C. Burns & Co. are reported to be grading on the Nueces Valley, Rio Grande & Mexico Railway, and Word & Lee are repairing the old roadbed, which is to be used. Reported that it will be completed to Asherton by April 15. Asher Richardson and others are interested.

Chattanooga, Tenn.—W. J. Oliver of Knoxville is quoted as saying that he expects to resume work on all his railroad contracts at Chattanooga soon, possibly within 30 days.

Childress, Texas.—Reported that a company will be organized soon to build the proposed railroad from Childress, Texas, to Mangum, Okla., about 60 miles. Childress & Northeastern is the prospective title. The Mayor of Childress may be able to give information.

Clinton, Okla.—Reported that the Oklahoma & Western Railroad will begin construction immediately between Clinton and Butler, the latter having raised \$30,000 bonus for a branch.

Covington, La.—Tracklaying is reported finished on the line of the St. Tammany & New Orleans Railways & Ferry Co., and the first car has been operated between Covington and Mandeville, 13 miles. Clay Riggs is general manager, Preston Herndon civil engineer, Godfrey Champayne mechanical engineer. Joseph Birg is president.

Deerfield, Va.—A letter to the Manufacturers' Record confirms the report that a lumber railroad is contemplated from Christians, on the Chesapeake & Ohio Railway, to Deerfield, about 20 miles, although it is possible that it may be built from Stokesville, on the Chesapeake & Western Railway, to Deerfield, about 18 miles. Pennsylvania people are interested in the Commonwealth Lumber Co. of West Virginia and the Deerfield Lumber Co., to be incorporated in Virginia. A press report says that the Augusta Lumber Co. and the Highland Development Co. are also concerned in the property to be developed by the road. H. W. Walters of Irvine, Warren county, Pa., is named in connection with the plan, and W. H. Landes and Charles M. East, attorneys of Staunton, Va., are also connected.

Dyersburg, Tenn.—The Dyersburg Northern Railroad Co., which proposes to build a line from Dyersburg to Tiptonville, contemplates, it is reported, building an extension to Hickman, Ky.

El Paso, Texas.—The Manufacturers' Record is informed that Col. P. A. McCarthy of Lufkin, Texas, has resigned as chief engineer of the Groveton, Lufkin & Northern Railway to take a like position with the San Diego, El Paso & St. Louis Railroad Co., which contemplates building 200 miles of line from El Paso, Texas, through New Mexico to the Pecos River. It may also extend into the panhandle of Texas and Oklahoma. His headquarters will be at El Paso.

Fayetteville, N. C.—Survey is reported started for an extension of the Raleigh & Southport Railroad from Fayetteville to Hope Mills, N. C., to connect with the Aberdeen & Rockfish Railway, and finally with the Virginia & Carolina Southern Railway. J. A. Mills is president and general manager at Raleigh, N. C., and J. Respass is chief engineer at Fayetteville, N. C.

Fordeyce, Ark.—Reported that business men of Lincoln and Cleveland counties have applied to the Rock Island Railroad for the construction of a new line from Fordeyce via New Edinburg to Star City, Ark., 30 miles, for which they offer free right of way. J. B. Berry is chief engineer at Chicago.

Fort Worth, Texas.—Surveys are reported finished for the proposed electric railway

from Fort Worth to Cleburne, Texas, about 30 miles. B. G. Lake is engineer. Those interested are Col. S. B. Hovey, M. E. Hyman, F. H. Peters and others of Fort Worth.

Gainesville, Texas.—Reported that the Gainesville, Whitesboro & Sherman Electric Railway Co. has been fully financed and that J. P. Hornaday & Co. of New York have concluded arrangements for resuming construction. Some time ago it was reported that 12 miles were graded. John King is president and T. M. Bosson secretary, both at Gainesville. Later—Hornaday & Co., 32 Cortlandt St., New York, inform the Manufacturers' Record that they expect to proceed with construction as soon as weather will permit. Line will be operated by either gasoline or electric power.

Galveston, Texas.—The Galveston, Houston & Henderson Railroad has applied for franchise to build a line on Postoffice street from 37th street to 48th street. J. H. Hill is manager at Galveston, Texas.

Greenville, S. C.—The Manufacturers' Record is informed that Mr. H. H. Prince has closed financial arrangements for construction of the Greenville Interurban Railway from Greenville to Williamston, S. C., and has also closed contract with the construction company which will build the road. Work to begin not later than May 1.

Greenville, S. C.—A movement is in progress to build the proposed Paris Mountain Electric Railway, starting from the Ottaway Hotel, and A. E. Sussex, John F. Mitchell and C. H. Crosskeys have been appointed a committee.

Honaker, Va.—Capt. H. Fugate of Abingdon, Va., informs the Manufacturers' Record that it is true W. H. Crockett of Williamsport, Pa., and associates propose to build a standard-gauge lumber railroad up Lewis Creek to timber lands in Buchanan county, Virginia.

Houston, Texas.—W. L. Locke, engineer, is reported to be making several surveys for the proposed Houston & Galveston Interurban Electric Railway which is to be built by the Stone & Webster interests, which have the electric railways in both cities named. Line will be about 55 miles long.

Independence, Mo.—The Independence Commercial Club, it is reported, is interested in a movement to build an electric railway from Independence to Warrensburg, Mo., via Blue Spring, Tarsney and Lone Jack. Subscriptions for survey are reported made.

Kansas City, Mo.—Construction is reported begun upon the Kansas City Southeastern Railway, the electric road projected from Kansas City to Lone Jack and other points. Ground was broken near Leeds. Dr. Chas. A. S. Sims of Kansas City is president.

Kansas City, Mo.—Mortgage to secure \$12,000,000 of bonds for the Kansas City & Kansas Southeastern Railroad Co. is reported filed with the Carnegie Trust Co. of New York as trustee. French capital is said to be back of the line, which is to be built from Kansas City, Mo., to Topeka, Kans., with a second line to Lawrence, Chanute and Independence, Kans. W. Laming of Tonganoxie, Kans., is president.

Kansas City, Mo.—President Charles A. S. Sims of the Kansas City Southeastern Traction Co. writes the Manufacturers' Record confirming report that engineers are cross-sectioning the line selected. Bids for construction are to be received about April 1. First section, according to a press report, is from Kansas City to Lone Jack, Mo.

Kansas City, Mo.—The Chicago & Alton Railroad, it is reported, will spend \$750,000 for a new freight terminal in Kansas City. New yards with 10 miles of tracks are to be laid out upon a 40-acre tract purchased five years ago. W. D. Taylor is chief engineer at Chicago, Ill.

Kennett, Mo.—The Manufacturers' Record is officially informed that the St. Louis, Kennett & Southeastern Railroad Co. will build an extension of seven miles from Webberville to Piggott, Ark., and will convert to standard gauge the present line from Kennett, Mo., to Webberville. The intermediate stations will be West Kennett, Ark.; Nimmons and Webberville, Ark. R. H. Jones is president at Kennett, Mo.

Kingfisher, Okla.—Mr. C. G. Jones, Oklahoma City, Okla., writes the Manufacturers' Record confirming report that he is the owner of the charter and survey from Oklahoma City northwest for the Denver, Kingfisher & Gulf Railway. There will not be any active work begun until the middle or last of March. It is not decided that the road will be built this year.

Laurinburg, N. C.—A letter to the Manufacturers' Record confirms the report that John F. McNair of Laurinburg and associates expect to build a railroad from Laurinburg to

Gibson, N. C., or some other point on the Atlantic Coast Line Railroad, 10 or 12 miles. Survey now being made. Company not yet organized.

Lumberton, N. C.—The Virginia & Carolina Southern Railroad is expected to complete its extension to Hope Mills by June next. Forces are now at work from St. Paul's, where the road is operating now. Jerry Rapp is chief engineer at Fayetteville, N. C.

Macon, Ga.—Construction of the new engine terminal of the Central of Georgia Railway at Macon, the Manufacturers' Record is officially informed, includes the building of tracks. C. K. Lawrence, Savannah, Ga., is chief engineer.

Memphis, Tenn.—The Chicago, Rock Island & Pacific Railway Co. has started work on new yards at Hulbert, Ark., six miles west of Memphis. Reported there will be 25 yard tracks, each 3500 feet long, and more than 100 switches will be required. J. B. Berry, chief engineer at Chicago, Ill., wires the Manufacturers' Record that six miles of tracks will be built. Including buildings, entire work will cost, it is estimated, \$135,000.

Memphis, Tenn.—Construction is reported resumed on the line of the Lake View Traction Co. from Memphis to Lakeview, Miss., 12 miles. About 40 per cent. of the grading was completed last month, and it is expected to have the line in operation by summer. Roach & Stansell have the contract.

Mexia, Texas.—An official letter to the Manufacturers' Record denies the press report that the Houston & Texas Central Railway will double-track its line and lower grades between Mexia and Denison, Texas.

Monroe, La.—The Monroe, Farmerville & Northwestern Railroad Co. is reported to have ordered a survey from Farmerville to Junction City, and the work may be continued as far as Hope, Ark., to which place the line is projected. D. H. Nichols of Monroe, La., is vice-president and general manager.

New Orleans, La.—An officer of the Public Belt Railroad is reported as saying that additional track construction is contemplated. J. W. Porch is president pro tem. of the Belt Line Commissioners.

Newport News, Va.—Col. J. B. Hobart of Cincinnati and John Graham of Chicago are reported to be investigating with a view to building a railroad from Newport News to Yorktown, the line to be operated with gasoline motor cars. John Patton and S. O. Bland of Newport News are also said to be interested.

Newton, Texas.—Col. B. F. Yoakum, chairman of the executive committee of the St. Louis & San Francisco Railroad, is quoted as saying that the Orange & Northwestern division will be extended northward from Newton, Texas, via Logansport, La., to Marshall, Texas, 145 miles. Financial arrangements are being made.

Oakland, Md.—An officer of the Upper Potomac Coal Co., Upper Potomac, W. Va., writes the Manufacturers' Record saying there is no truth in the press report that the company will begin construction March 1 upon a standard-gauge railroad from Schell Station to Laurel Creek Run to open coal properties in that section.

Ocala, Fla.—Rumored that a railroad will be built from Ocala to Silver Springs, six miles, to connect with the railroad of the E. F. Rentz Lumber Co., which runs from Silver Springs to Fort McCoy, 17 miles. E. F. Rentz, Silver Springs, Fla., may be able to give information.

Ochiltree, Texas.—An official of the Enid, Ochiltree & Western Railway is reported as saying that surveys have been completed for the proposed line which is to run from Ochiltree to Dalhart, Texas, 110 miles; capital is ready for construction, right of way is secured and contracts will be let about March 1. George M. Perry of Ochiltree, Texas, is president, and H. H. Rogers of Dallas, Texas, is chief engineer.

Palmyra, Va.—The Virginia Air Line, built during 1908 from Lindsay to Strathmore, Va., 20 miles, connecting two divisions of the Chesapeake & Ohio Railway, is reported sold to that system. An extension of 30 miles from Strathmore to Farmville, Va., is contemplated. H. Pierce is engineer of construction of the Chesapeake & Ohio at Richmond, Va., and Walter Washabaugh is chief engineer of the Virginia Air Line at Gordonsville. Later: An official letter to the Manufacturers' Record says that control of the road has been sold to the Chesapeake & Ohio. Unable to say whether extension will be built.

Plainview, Texas.—Reported that the citizens' committee has accepted the proposal of W. A. Cullen, president, and Collin George, attorney, for the Southwestern Engineering & Construction Co. of Hereford, Texas, to

build two railroads out of Plainview (one toward Lubbock and the other toward Floydada) for a bonus of \$40,000 and right of way.

Roanoke, Va.—The Virginian Railway is reported to have completed bridge over New River and to have run first through train from Norfolk, Va., to Deepwater, W. Va., 442 miles. Operation of freight trains is to begin this week.

Roscoe, Texas.—Martin Duval, chief engineer of the Roscoe, Snyder & Pacific Railway, is reported as saying that only seven miles of grade remain to be done between Snyder and Fluvanna, and excepting the last mile, it will be finished by March 1.

Salisbury, N. C.—The Piedmont-Carolina Railway Co. has been granted a franchise in Rowan county from Salisbury to East Spencer, China Grove and Landis, nine miles; also to the Yadkin Valley Fair Grounds, two miles from Salisbury. Work has begun.

San Marcos, Texas.—B. G. Neighbors, attorney at law, it is reported, represents Fred F. Beck and associates of Buffalo, N. Y., who are promoting plans for a railway from Austin via San Marcos to San Antonio. The Business League of Austin is also said to be interested. Mr. Beck is expected to return to Texas soon to close up the deal.

San Antonio, Texas.—Reported that J. F. Edwards, representing capital, has abandoned the plan to build railroad from San Antonio to the lower Rio Grande Valley, and the Commercial Club of San Antonio is now offering the bonus of \$70,000, terminals in San Antonio and free right of way in Bexar county to any responsible parties, the bonus to be paid after 60 miles are built.

Seneca, S. C.—Capt. W. A. Thompson of Seneca is reported interested in a proposition to build an electric railway from Walhalla to Seneca.

Spartanburg, S. C.—The Carolina, Clinchfield & Ohio Railway, it is reported, will build its projected extension from Spartanburg to Columbia, S. C., about 100 miles. Two routes have been surveyed and a third is expected. It may be built this year. M. J. Caples is chief engineer at Johnson City, Tenn. Later: An official letter to the Manufacturers' Record says there is nothing definite about the extension, although some surveys have been made.

Spring Hope, N. C.—Reported that the Montgomery Lumber Co. of Spring Hope, which is building a lumber railroad from this place, has decided upon Louisburg as the western terminus and has directed that survey be made and rights of way obtained to that point.

Stamford, Texas.—Additional official information concerning the Stamford & Northwestern Railway is furnished the Manufacturers' Record thus: Seventy-five miles of the line are under construction from Stamford northwest. Line runs through Sager-ton, Aspermont and Jayton. Construction and destination beyond this contract not yet settled. The Fidelity Construction Co. of Fort Worth, Texas, has the contract, and the 75 miles of work has been sublet to P. M. Johnston of St. Elmo, Ill. This does not include track. Connection at Stamford with the Wichita Valley lines and the Texas Central Railway, and at Sager-ton with the Kansas City, Mexico & Orient Railway. Officers as heretofore reported.

Temple, Texas.—J. C. Scott & Sons Company of St. Louis are reported to have begun work on the Santa Fe's new terminals at Temple.

Temple, Texas.—An officer of the Belton & Temple Traction Co. informs the Manufacturers' Record that the company does not contemplate any extension at present, but it will revise some grades and curves. W. G. Haag is superintendent at Temple, Texas.

Tyler, Texas.—M. L. Lynch, chief engineer of the St. Louis Southwestern Railway, denies the press report that the company will spend \$1,000,000 for ballasting and rebuilding bridges on its lines through Texas and Arkansas.

Waco, Texas.—James B. Baker, Mayor of Waco, is reported to have received a letter from the Northern Texas Traction Co. relating to a plan to build an interurban railway out of Waco. The company, which is controlled by the Stone & Webster interests of Boston, operates the electric railway between Dallas and Fort Worth.

Waycross, Ga.—The Helard Cypress Co. is reported to have completed survey for its proposed railroad from Waycross to the Okefenokee swamp. John M. Hopkins is engineer.

Waycross, Ga.—Construction is reported begun near the Satilla River on the proposed railroad from Waycross to Blackshear, Ga.

Wichita Falls, Texas.—An officer of the Wichita Falls & Northwestern and the Wich-

ita Falls & Southern Railways is reported as saying that, according to indications, an extension will soon be built north to Mangum, Okla., and to the Big Pasture, and also south to Graham, Texas, connecting there with the Rock Island and into Fort Worth. R. A. Thompson is chief engineer at Wichita Falls, Texas.

Winston-Salem, N. C.—Reported that the Southern Railway Co. will complete the North Carolina Midland Railway from Winston-Salem to Leakesville, N. C. W. H. Wells is engineer of construction at Washington, D. C.

Yellville, Ark.—The Arkansas Zinc Belt Railroad Co. has been incorporated with \$1,500,000 capital to build a line 30 miles long from the mouth of Big Creek via Yellville to Stone, Ark., all in Marion county. Incorporators are W. H. Gone, W. L. Johnson and Henry A. Allen of Chicago; H. Wells, R. L. Berry, W. E. Layton, E. B. Griswold and A. W. Estes of Yellville, Ark., and Frank Pace of Little Rock, Ark. Work is to begin immediately.

Yellville, Ark.—H. H. Buie of Buffalo City, Ark., and John Reese are reported interested in a plan to build a railroad from Yellville to Rush, Ark., 12 miles.

### STREET RAILWAYS

Algiers, La.—R. S. Stearns, general manager of the Algiers Railway & Lighting Co., is reported as saying that numerous extensions are contemplated.

St. Louis, Mo.—The St. Louis, Creve Coeur & Western Railway Co. has been incorporated to build an electric street railway along the Olive-street road from a connection with the United Railways at 66th street to Creve Coeur Lake. This succeeds the franchise of the St. Louis, Fern Ridge & Western Railway, granted several years ago, but never used. Robert McCulloch, vice-president and general manager of the United Railways of St. Louis, may be able to give information.

St. Louis, Mo.—The North St. Louis & Suburban Railway Co. has been granted an extension of time to begin work on its proposed line from the terminus of the North Broadway route of the United Railways of St. Louis via Jennings and Ferguson to Florissant.

### MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Automobile Equipment.—Universal Motor Imports, Ltd., 10 Wilmington Sq., Rosebery Ave., London, W. C., England, wants to represent American manufacturers of automobile equipment, including engines.

Babbitt Metal.—Leather-Cott Company, Rutherford, N. J., wants prices on Babbitt metal.

Bathtubs.—Clarke Memorial College, Newton, Mass., wants prices on tubs.

Belting.—See "Tubular Tape."

Belting.—Magnolia Canning Co., Magnolia, Ark., wants prices on belting.

Belting.—R. G. Peters Salt & Lumber Co., Piedmont, Ala., wants belting.

Belting.—S. G. Gasser, manager Gilton Co-operative Manufacturing Co., Winchester, Tenn., wants to correspond with manufacturers of belting.

Boiler.—Rich Hill Natural Gas Co., Rich Hill, Mo., wants boiler.

Boilers.—R. G. Peters Salt & Lumber Co., Piedmont, Ala., wants boilers.

Belting, etc.—C. C. Woodward Industrial Co., Rutherford, N. J., wants samples and prices of leather belting, waterproof leathers and lace leather; also of belt fasteners.

Boilers.—Tomlinson Chair Manufacturing Co., High Point, N. C., wants prices on boilers.

Boilers.—Morris Machinery Co., Glade Spring, Va., wants catalogues and dealers' prices on boilers.

Boilers.—S. G. Gasser, manager Gilton Co-

operative Manufacturing Co., Winchester, Tenn., wants to correspond with manufacturers of boilers.

Boilers.—Leather-Cott Company, Rutherford, N. J., wants catalogues and discount prices on two 100-horse-power boilers and front and grates.

Boilers.—The Georgian, Atlanta, Ga., wants two 60 to 70 horse-power boilers with Hartford tests to 100 pounds; will consider correspondence only. (See "Steam Plant.")

Bolts, Plates, etc.—A. L. Jackson, Box 341, Bay City, Texas, wants prices on iron bolts, plates, truss rods, anchors, etc.

Bottle Machinery.—A. G. Walters, Brandon, Miss., wants machinery for making glass bottles. (See "Glass-making Machinery.")

Box Material.—Magnolia Canning Co., Magnolia, Ark., wants prices on box material.

Brake Manufacturers.—Universal Automatic Wagon Brake Co., Oklahoma City, Okla., wants to correspond with manufacturers relative to placing order for manufacture of wagon brake.

Bridge.—O. R. Whitney, 39 Cortlandt St., New York, wants second-hand steel through truss highway bridge; load not less than 80 pounds per square foot, 14 to 16 foot wide, not less than 100-foot span; send full specifications, with blue print and price, first mail.

Bridges.—P. J. Hornaday & Co., 32 Cortlandt St., New York, in market for bridges for Texas railway.

Buggies.—Morris Machinery Co., Glade Spring, Va., wants catalogues and dealers' prices on buggies.

Building Materials.—F. B. Deason, Silver Creek, Miss., wants prices on plate-glass front, D. S. glass, iron for front, columns, lintels and sills for \$1600 one-story brick building.

Cardboard.—See "Paper-box Machinery and Supplies."

Cars.—Eastern Railway Supply Co., 413 American Bldg., Baltimore, Md., wants 20 second-hand 36-inch-gauge four-yard two-way dump cars.

Car Wheels, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until February 23 for furnishing car wheels, snatch blocks, band saws, valves, tees, test gauges, etc. Blanks and general information relating to Circular No. 492 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile, Galveston and Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Casing.—See "Piping."

Cement.—Magnolia Canning Co., Magnolia, Ark., wants prices on cement.

Cement Molds.—J. Chas. Valadie, 810 Hennen Bldg., New Orleans, La., wants prices on cement molds.

Compass.—See "Surveyor's Compass."

Cornice.—See "Metal Ceiling, etc."

Cotton Yarn.—Leather-Cott Company, Rutherford, N. J., wants samples 5 to 9 strand cotton yarn for wick-weave webbing.

Crates.—Magnolia Canning Co., Magnolia, Ark., wants prices on crates.

Dam Construction.—W. L. T. Hopkins, Son-tag, Va., wants bids on materials and construction of dam; 70 feet across stream; 12 feet high; also 100 feet piping to convey water from dam to penstock.

Desks.—See "School Furniture."

Drainage.—See "Park Improvements."

Drilling Machinery.—Rich Hill Natural Gas Co., Rich Hill, Mo., wants second-hand drill outfit, with capacity to drill 400 feet; also wants casing.

Electric Conduits and Wiring.—See "Heating Apparatus."

Electric-light Plant.—Clarke Memorial College, Newton, Mass., wants prices on electric-light plant.

Electric-light Plant.—Thos. F. Garey, president Peninsula Light & Power Co., 16 East Lexington St., Baltimore, Md., will receive proposals for machinery and construction of water-power electric-light plant at Denton, Md., about April 1.

Electric-light Plant.—Council of Faun-daie, Ala., contemplates installation of water-works and electric-light plant; contractors



or manufacturers interested address all communications to Siddons Stollenwerck, Town Clerk.

Electric-Lighting System.—See "Park Improvements."

Electric Motor.—Lake City Stone Co., Dunkirk, N. Y., wants second-hand electric motor, 10 to 15 horse-power, 220 volts, direct current, 600 to 1200 R. P. M., standard make.

Electrical Equipment.—N. M. Snyder, 518 East Bronson St., South Bend, Ind., in market for three-phase electric motors, variable speed, and direct-current motors; also wants prices on complete electric equipment and electrical supplies for 1500-horse-power plant manufacturing electrical specialties.

Electrical Generator.—Magnolia Canning Co., Magnolia, Ark., wants prices on 120-kilo watt electrical generator.

Electrical Machinery.—Mayor and Board of Aldermen, Houma, La., will receive bids until February 9 for machinery, apparatus and supplies to be used in construction of municipal electric plant (contract for erection already let). Plans and specifications can be obtained from Anderson Offutt, E. E., 439 Carondelet St., New Orleans, La., or Dreux Augers, clerk, Houma.

Electrical Machinery.—Woodlawn Manufacturing Co., Mount Holly, N. C., will buy electrical equipment for cotton mill; 100 to 125 horse-power.

Electrical Supplies.—J. F. Standley, Trinity, Texas, wants prices on electrical supplies.

Electric Wiring.—Moise de Leon, Fourth National Bank Bldg., Atlanta, Ga., wants bids on electric wiring for \$70,000 building.

Elevator.—Flynn & Holt, Jacksonville, Fla., wants prices on electric elevator.

Engine.—Leather-Cott Company, Rutherford, N. J., wants catalogues and discount prices on 150-horse-power Corliss engine.

Engine.—The Georgian, Atlanta, Ga., wants prices on 100-horse-power engine; will consider correspondence only. (See "Steam Plant.")

Engine.—R. G. Peters Salt & Lumber Co., Piedmont, Ala., wants engine.

Engine.—See "Gasoline Engine."

Engines.—S. G. Gasser, manager Gorton Co-operative Manufacturing Co., Winchester, Tenn., wants to correspond with manufacturers of engines.

Engines.—Morris Machinery Co., Glade Spring, Va., wants catalogues and dealers' prices on engines.

Engines.—Universal Motor Imports, Ltd., 10 Wilmington Sq., Rosebery Ave., London, W. C., England, wants to represent American manufacturers of engines for automobiles.

Excelsior.—Augusta Mattress & Manufacturing Co., 922 Jackson St., Augusta, Ga., wants names of Southern excelsior manufacturers.

Farm Machinery.—Morris Machinery Co., Glade Spring, Va., wants catalogues and dealers' prices on farm machinery.

Fencing.—Fuller Combing Gln Co., 23 News Bldg., Chattanooga, Tenn., wants prices on fencing.

Flour-mill Machinery.—W. L. T. Hopkins, Sontag, Va., wants prices on flour mill of 40 barrels daily capacity; machinery to be delivered July or August.

Flume Construction.—Bids will be received at office of E. E. Davis, Superintendent of Water-works, City Hall, Richmond, Va., until January 29 for construction of flume or conduit about 5000 feet long from settling basins to new pumphouse, same to be constructed on foundation of present flume as base. Each bidder to furnish plans and specifications with proposal, stating kind and character of material and work proposed, time of completion of contract, and stating amount of bond proposed; certified check for \$500. Further information can be obtained from Mr. Davis.

Fly-screen Machinery.—Fly Escape Screen Co., Cave Springs, Ga., wants machinery for making fly screens.

Furniture.—See "Upholstered Seats."

Furniture, etc.—Huffman & Fry, Box 300, Hickory, N. C., want prices on furnishings for \$50,000 hotel.

Gas Compressor.—Rich Hill Natural Gas Co., Rich Hill, Mo., wants gas compressor.

Gasoline Engine.—W. N. Turner, Gaffney, S. C., wants prices on eight-horse-power gasoline engine on wheels.

Gas Fixtures.—See "Lighting Fixtures."

Gas Fixtures, etc.—Wildasin & Morris, Glade Spring, Va., want catalogues and dealers' prices on gas fixtures, etc.

Gas Generators.—Wildasin & Morris,

Glade Spring, Va., want catalogues and dealers' prices on acetylene-gas generators.

Gas Producer.—Fuller Combing Gln Co., 23 News Bldg., Chattanooga, Tenn., wants catalogues and prices on fuel gas plant producing 500 cubic feet of gas per hour.

Glass.—See "Building Materials."

Glass-making Machinery.—A. G. Walters, Brandon, Miss., wants to correspond with manufacturers of glass-making machinery; also wants machinery for making glass bottles.

Glue.—See "Paper-box Machinery and Supplies."

Glue.—L. H. Gilmer & Co., 504 Arch St., Philadelphia, Pa., want quick-setting glue or cement for joining cotton belting.

Grading.—City of Brady, Texas, will receive bids until February 10 for grading streets. City has all necessary machinery; blueprints, etc., at office of A. R. Crawford, City Secretary. For further information address Mr. Crawford.

Grates.—See "Boilers."

Heating Apparatus.—Huffman & Fry, Hickory, N. C., want prices on heating apparatus for \$50,000 hotel.

Heating Apparatus.—Clarke Memorial College, Newton, Miss., wants prices on steam-heating plant for \$10,000 dormitory.

Heating Apparatus.—Moise de Leon, Fourth National Bank Bldg., Atlanta, Ga., wants bids on heating for \$70,000 building.

Heating Apparatus.—Bids will be opened February 23 for heating apparatus, plumbing, gaspiping, electric conduits and wiring for U. S. postoffice and courthouse to be erected at Roanoke, Va.; James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C. (See "Government and State Buildings.")

Heating Apparatus.—Fuller Combing Gln Co., 23 News Bldg., Chattanooga, Tenn., wants prices on low-pressure steam-heating plant.

Heating Systems.—Board of Education, Marlow, Okla., will open bids February 8 for installation of fan system of heat and ventilation controlled by automatic device. (See "Schools.")

Hoist.—Eastern Railway Supply Co., 413 American Bldg., Baltimore, Md., wants 10-ton Browning hoist.

Hoists.—Leather-Cott Company, Rutherford, N. J., wants prices on 5 to 10 ton chain hoists.

Hydraulic Presses.—See "Machine Tools."

Ignition Strips.—American Safety Lamp & Mine Supply Co., Scranton, Pa., wants to correspond with manufacturers of celluloid ignition strips about 2 inches long, 3/4 inch wide and 1-64 to 1-32 inch thick, covered with match compound, for lighting safety lamps by insertion through bottom of lamp and contact with small gear wheel.

Iron Columns.—Culpeper Hardware & Manufacturing Co., Culpeper, Va., wants prices on cast-iron columns.

Iron.—Leather-Cott Company, Rutherford, N. J., wants prices on 3/4-inch iron, 4 inches wide, and 3-inch angle iron.

Labels.—Magnolia Canning Co., Magnolia, Ark., wants prices on labels.

Laundry.—W. H. Sherrill, Lenoir, N. C., will open proposals February 1 on steam-laundry equipment to cost about \$3000.

Leather.—See "Belting."

Lighting Equipment.—Howard Butt, 121 Sayre St., Montgomery, Ala., wants to correspond with manufacturers of equipment for lighting plant.

Lighting Fixtures.—J. Chas. Valadie, 810 Hennen Bldg., New Orleans, La., wants catalogues and prices of gas and lighting fixtures.

Limekilns.—W. R. Talley, West Bldg., Jacksonville, Fla., wants information and catalogues on steel and rotary limekilns.

Lime.—Huffman & Fry, Box 300, Hickory, N. C., want prices on lime.

Limekilns.—G. H. Moore, Pamlico Iron Works, Washington, N. C., wants full information relative to limekilns burning lime rock.

Locomotive.—Eastern Railway Supply Co., 413 American Bldg., Baltimore, Md., wants Vulcan dinky locomotive, 9x14.

Machinery.—R. J. Morrison, Cherryville, N. C., wants to buy machinery to manufacture vending machines.

Machine Tools, etc.—Leather-Cott Company, Rutherford, N. J., want prices on lathe, drill press, grindstone, Parker vice, tools for machine shop, rubber machinery, knuckle-joint presses and hydraulic presses.

Matches.—See "Ignition Strips."

Mattress Machinery.—Planters' Oil Co., Albany, Ga., wants to correspond with manufacturers of felt mattress machinery.

Metal Ceiling, etc.—Culpeper Hardware & Manufacturing Co., Culpeper, Va., wants prices on metal ceiling and cornice.

Metal-working Equipment.—Fuller Combing Gln Co., 827 James Bldg., Chattanooga, Tenn., wants complete equipment for sheet-metal shop.

Mill Supplies.—Morris Machinery Co., Glade Spring, Va., want catalogues and dealers' prices on mill supplies.

Mill Work.—J. Chas. Valadie, 810 Hennen Bldg., New Orleans, La., wants prices on mill work.

Mining Supplies.—R. G. Peters Salt & Lumber Co., Piedmont, Ala., wants general supplies for iron ore mining.

Mixing Machinery, etc.—People's Oil & Cotton Co., Wharton, Texas, wants to correspond with manufacturers of machinery for mixing cottonseed meal and hulls and other feeds; also sacking machinery.

Moving-picture Machinery.—W. W. Seawell, Box 161, Carthage, N. C., wants catalogues and prices on new or second-hand moving-picture machine.

Molasses Machinery.—J. S. Hibbels, R. F. D. No. 4, Erick, Okla., wants steam plant, 200 gallons capacity, to manufacture molasses from sorghum cane.

Moving-picture Supplies.—Charles N. Bouldin, 19 East Saratoga St., Baltimore, Md., wants prices on films and outfit for moving-picture theater.

Paper-box Machinery and Supplies.—Monumental Paper Box Co., 515 Warner St., Baltimore, wants prices on new or second-hand paper-box machinery, including cutting and covering machines, stayers, topping machines, scorers, etc.; also wants prices on glue, strawboard, cardboard (carload lots) and glazed paper.

Paving.—Bids will be received until February 18 for draining, grading, curbing and paving public square, Greenwood, S. C., with granite block and with either vitrified brick, wood block, asphalt or bitulithic; work will embrace about 21,333 square yards. Specifications, general plans, profiles, etc., may be procured from Wilson, Sompayrac & Urquhart, consulting engineers, Columbia, S. C., on deposit of \$25, or may be seen at office of resident engineer at Greenwood, S. C. Kenneth Baker, Mayor.

Paving.—Bids will be received until March 1 for laying 144,400 square feet concrete pavement and 7,460 square feet macadam streets according to plans and specifications now on file; R. S. Adams, Mayor, Oxford, Miss.

Paving.—Board of Public Works, H. F. Van Dusen, chairman, Chattanooga, Tenn., will receive bids until February 2 for paving with vitrified brick Main street from Rossville to East End avenue, about 3500 feet (paving district No. 58). Blank form of proposal, contract and bond, with approximate quantities and specifications, will be furnished on application to clerk of Board; certified check, payable to T. J. Gillespie, City Treasurer, to accompany each bid.

Paving.—Bids will be received at office of J. B. Winslett, City Secretary, Dallas, Texas, until February 1 for improvement of Annex avenue from Bryan street to Ross avenue; separate bids to be submitted on following materials: Bitulithic pavement on concrete foundation, bitulithic pavement on bituminous foundation, bituminous material on concrete or bituminous foundation, concrete curb, concrete gutter, vitrified brick, vitrified brick paving blocks, combination concrete curb and gutter; certified check, \$500.

Park Improvements.—Baltimore (Md.) Board of Awards will receive bids at office of J. Sewell Thomas, City Register, until February 3 for work to be done at Federal Hill Park and installation of underground electric-lighting system at Patterson Park. In accordance with plans and specifications to be obtained at office of Park Board, Madison avenue entrance to Druid Hill Park, Baltimore. Work contemplated is: Under-drainage of slopes on Hughes and Covington street sides of Federal Hill Park and repairing of retaining wall on Battery avenue; installation of electric-lighting system around swimming pool, men's and women's gymnasium, running track, and along mall in Patterson Park; certified check for \$300; deposit of \$5 required to secure plans and specifications for lighting system at Patterson Park. William S. Manning, general superintendent of Park Commissioners.

Paving.—Bids will be received by Hermon Carlton, secretary Board of Improvement, District No. 7, Lake Village, Ark., for laying about 13,000 square feet of concrete sidewalk until February 20; work to begin

March 15; certified check \$200; specifications can be obtained from Mr. Carlton.

Paving.—Separate bids will be received at office of Charles H. Kennedy, Comptroller, New Orleans, La., until February 1 for paving Walnut street with bitulithic, deposit \$100; Ursuline street repaving with small granite block, deposit, \$50; Robert street with bitulithic, deposit \$50; Joseph street with bitulithic, deposit \$100; Lopes street, from Tulane avenue to St. Louis street, with granitoid concrete-blocked pavement, deposit \$500; Lopes street, from Tulane avenue to Poydras street, granitoid concrete-blocked pavement, deposit \$150; Callopie street, repaving with small granite block and existing square granite block, deposit \$100; lower side of Esplanade avenue with bitulithic, deposit \$150. All work to be in accordance with plans and specifications on file at office of W. J. Hardee, City Engineer. Mr. Hardee will furnish bidders with blank proposal form.

Piping.—Tomlinson Chair Manufacturing Co., High Point, N. C., wants prices on piping.

Piping, etc.—Joint Committee on Sewers, Denton, Texas, will receive until February 20 double proposals, one for city to furnish vitrified sewer pipe, 15", 18", 24", curves, delivered f. o. b. Denton, contractor to do remainder, and one for furnishing material and construction system of sanitary sewers; work will consist of approximately 2330 feet of 15-inch, 2230 feet 12-inch, 4265 feet 10-inch, 4820 feet 8-inch, 32,860 feet 6-inch diameter; sewers with 21 manholes and 68 lampholes; also 100-gallon-a-day unit of disposal plant, requiring about 755 cubic yards earth excavation, 130 cubic yards concrete, 4000 pounds reinforcing steel, 500 cubic yards screened gravel or broken rock for contact beds, and automatic apparatus for filling and emptying three beds in rotation, etc. Form of proposal with instruction to bidders may be obtained from City Secretary; profiles, plans, specifications and form of contract on file at office of said Secretary; certified check for 2 per cent. of amount bid; Edward F. Bates, Mayor; N. Werenskiold, Dallas, Texas, civil engineer.

Piping.—Rich Hill Natural Gas Co., Rich Hill, Mo., wants second-hand 3, 4 and 5 inch well casing. (See "Drilling Machinery.")

Piping.—W. L. T. Hopkins, Sontag, Va., wants 100 feet piping. (See "Dam Construction.")

Piping.—See "Sewer Construction."

Pine Timber.—Henderson Manufacturing Co., Henderson, N. C., wants prices on yellow heart pine timber, sawn in the rough.

Plumbing.—Huffman & Fry, Box 300, Hickory, N. C., want prices on plumbing for \$50,000 hotel.

Plumbing.—Moise de Leon, Fourth National Bank Bldg., Atlanta, Ga., wants bids on plumbing for \$70,000 building.

Pulleys and Shafting.—S. G. Gasser, manager Gorton Co-operative Manufacturing Co., Winchester, Tenn., wants to correspond with manufacturers of shafting and pulleys.

Pulleys and Shafting.—Magnolia Canning Co., Magnolia, Ark., wants prices on pulleys and shafting.

Pulleys, Shafting, etc.—Leather-Cott Company, Rutherford, N. J., wants prices on shafting, pulleys and hangers.

Pump.—Wm. T. McNamara, Jr., Lynchburg, Va., wants centrifugal sand pump.

Pump.—The Georgian, Atlanta, Ga., wants duplex feed pump. (See "Steam Plant.")

Pump and Stack.—Leather-Cott Company, Rutherford, N. J., wants prices on stack and pump for cistern water.

Pumps.—Tomlinson Chair Manufacturing Co., High Point, N. C., wants prices on pumps.

Plumbing and Gaspiping.—See "Heating Apparatus."

Power-House.—Alsop & Peirce, 18 First National Bank Bldg., Newport News, Va., want prices on mechanical equipment for power-house to be built at Soldiers' Home, Hampton, Va.; contract to be let February 10; plans, etc., at offices of Alsop & Peirce and of John T. Hume, treasurer of Soldiers' Home, National Soldiers' Home P. O., Va.

Rails.—Selma Lumber Co., Selma, N. C., wants to buy one mile 30-pound new or second-hand relaying rail.

Rails, etc.—J. P. Hornaday & Co., 33 Cortlandt St., New York, in market for rails and ties for Texas railway.

Rails, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until February 15 for furnishing steel rails, angle bars, tie plates, frogs, switch points, etc.

Blanks and general information relating to Circular No. 491 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; Customhouse, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer offices in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Rails, etc.—J. H. Macleary, Suffolk, Va., in market for 10½ miles new or relaying 60 or 70 pound rails, with angle bars and bolts complete; also four miles new or relaying 40-pound rails, with angle bars and bolts complete; name dealers' prices and point of delivery.

Road Construction.—Iredell County Commissioners, N. B. Mills, Statesville, N. C., chairman, Statesville, N. C., will award contract March 1 for construction of four miles of macadam road near Mooresville, N. C. C. M. Mills, Salisbury, N. C., is engineer.

Rolling Partitions.—A. L. Jackson, Box 341, Bay City, Texas, wants prices on rolling partitions.

Roofing.—Magnolia Canning Co., Magnolia, Ark., wants prices on fireproof roofing.

Rubber Machinery.—See "Machine Tools."

Sacking Machinery.—People's Oil & Cotton Co., Wharton, Texas, wants to correspond with manufacturers of sacking machinery. (See "Mixing Machinery.")

Saw.—G. R. Coverston, Manatee, Fla., wants to buy new or second-hand machine for sawing hoop straps from poles; also for making straps for orange boxes.

Saw.—J. R. Smith Company & Dixon, Ayden, N. C., wants new or second-hand 24-inch circular re-saw.

Sawmill.—J. F. Standley, Trinity, Texas, wants prices on sawmill equipment.

Sawmills.—Morris Machinery Co., Glade Spring, Va., wants catalogues and dealers' prices on sawmills.

Scales.—Leather-Cott Company, Rutherford, N. J., wants prices on 4x4 platform scales.

School Furniture.—Board of Education, Bessemer, Ala., will meet at Council chamber February 9 to consider propositions for furnishing about 330 classroom desks, six teachers' desks and 662 auditorium and balcony chairs. Prospective bidders required to be present with samples of classroom desks and auditorium chairs, make demonstration and submit prices. For further information apply to W. E. Bennis, architect, or W. L. Rush, Mayor.

Screens, etc.—Office of Constructing Quartermaster, Takoma Substation, Washington, D. C. Sealed proposals will be received until February 24 for installing door and window screens and awnings at Walter Reed Army General Hospital, Washington, D. C. Specifications, blank proposals and further information furnished on application. Address H. L. Pettus, Constructing Quartermaster.

Seating.—See "School Furniture."

Seating.—See "Stools."

Sewer Construction.—Proposals addressed to Mayor and General Council, Atlanta, Ga., will be received at City Clerk's office until February 15 for constructing such sewers as may be authorized for 1909, not including such sewers as may be provided for in proposed bond issue; also for furnishing city with cement sewer pipe and castings for manholes, catch basins, etc., to be used in constructing above sewers. Specifications will be furnished on application to R. M. Clayton, City Engineer.

Sewer Construction.—City of Hartshorne, Okla., will ask bids on water-works construction material; O'Neil Engineering Co., Dallas, Texas, engineer.

Sewer Work.—See "Piping, etc."

Sewer Construction.—Baltimore (Md.) Board of Awards will receive bids at office of J. Sewell Thomas, City Register, City Hall, until February 17 for building sanitary sewers; contract No. 35, as shown on plans on file in office of Calvin W. Hendrick, chief engineer of Sewerage Commission. Specifications and plans can be obtained on application at office of Sewerage Commission, 904 American Bldg.; charge of \$4 for each specification with blueprints; certified check \$2500; approximate quantities are: 26,500 lin. ft. 6-in. pipe hose connections, 32,700 lin. ft. 8-inch pipe sewer; 5450 lin. ft. pipe sewer, 10 to 24 inches in diameter. Peter Leary, Jr.,

chairman Sewerage Commission; Harry W. Rodgers, secretary.

Sewer Construction.—Commissioners of Sewerage (P. L. Atherton chairman and Charles P. Weaver secretary-treasurer). Equitable Bldg., Louisville, Ky., will receive bids until February 5 for construction of Walnut street sewer; contracts 21 and 22, Clay street sewer; contract 23, and St. Xavier street sewer, contract 24, of Comprehensive System of Sewerage; work will consist of about 5460 ft. of concrete and pipe sewers of sizes between 18 and 30 inches in diameter, and including 315 cubic yards of concrete; depth of sewers from 6 to 10 ft. Plans and specifications at office of Commissioners; certified check for 7 per cent. of total amount of bid. J. B. F. Breed, chief engineer.

Sewer Construction.—Bids will be received at office of City Clerk, Graymont, P. O. Birmingham, Ala., until February 9 for construction of 7000 feet of sanitary-sewer mains; plans, profiles and specifications at office of Milner & Browne, engineers, Birmingham.

Sewing Machines.—Leather-Cott Company, Rutherford, N. J., wants prices on 3 to 10 ply duck sewing machines; cuts or catalogues.

Shafting.—See "Pulleys and Shafting."

Shafting.—R. G. Peters Salt & Lumber Co., Piedmont, Ala., wants shafting.

Shingles.—D. H. Miller, Houston, Texas, wants prices on galvanized shingles, standard grade.

Skylights.—The Georgian, Atlanta, Ga., wants five or six fireproof galvanized skylights with wire glass; large skylights preferred; will consider correspondence only.

Slate Roofing.—A. L. Jackson, Box 341, Bay City, Texas, wants prices on slate roofing.

Steam Plant.—The Georgian, Atlanta, Ga., wants cash prices on new and second-hand machinery as follows: One 100-horse-power standard-make engine, Ideal, Atlas, H. S. & G., or some similar make; must have room for two pulleys, one to drive line shaft and one for dynamo; two 60 to 70 horse-power boilers with Hartford tests to 100 pounds; 60-foot heavy iron stack; duplex feed pump; water heater; prices from second-hand dealers must cover full description, how long in use and price net f. o. b. Atlanta; will consider correspondence only.

Steel Beams.—Culpeper Hardware & Manufacturing Co., Culpeper, Va., wants prices on I-beams.

Steel Band.—T. M. Galtbreath & Co., 522 Goodwyn Bldg., Memphis, Tenn., want high carbon crucible spring steel endless band, to run over 12 or 24 inch pulley; require strong, flexible steel, gauge No. 18.

Steel Clips.—F. C. Taxis & Co., 817 Victoria Bldg., St. Louis, Mo., want to correspond with manufacturers of steel specialties, with view to having light steel clips made.

Steel Tank.—Bids will be received by M. M. Watkins, City Clerk, Scranton, Miss., until February 2 for erection of 75,000-gallon steel tank with spherical bottom, on steel tower 100 feet height to balcony. For specifications address Walter G. Kirkpatrick, engineer, Jackson, Miss.

Stools.—Clarke Memorial College, Newton, Miss., wants prices on stools for boys' dormitory.

Strawboard.—See "Paper-box Machinery and Supplies."

Street Sweeper.—V. C. Bullard, Mayor, Fayetteville, N. C., wants prices on two-horse rotary street sweeper.

Stump-pulling Machinery.—Shull Contracting Co., Beaufort, N. C., wants steam stump-pulling outfit.

Surveyor's Compass.—John P. Tingle, Grantsboro, N. C., wants (Vernier) surveyor's compass; lightweight; two levels; six-inch needle; graduated sights.

Tank and Trestle.—Office Constructing Quartermaster, Fort Morgan, Alabama. Sealed proposals will be received until February 5 for razing one 25,000-gallon cypress tank and trestle and re-erection according to plans and specifications of same tank on new foundation at site designated at Fort Morgan; information on application. Address First Lieut. William M. Colvin, Coast Artillery Corps, Constructing Quartermaster, Fort Morgan.

Tanks.—Leather-Cott Company, Rutherford, N. J., wants quotations on two iron tanks, open top, 16x8x4, to hold oil at steam heat.

Telephone System.—Norborne G. Smith, engineer, South Hill, Va., wants bids on construction of telephone system.

Ties.—J. P. Hornaday & Co., 32 Cortlandt St., New York, in market for ties for Texas railway.

Tile.—Culpeper Hardware & Manufacturing Co., Culpeper, Va., wants prices on galvanized and mosaic tile.

Tiling.—Huffman & Fry, Box 300, Hickory, N. C., want prices on large and small tiling for office floors.

Tubular Tape.—H. L. Gilmer & Co., 504 Arch St., Philadelphia, Pa., want tubular tape or belting, 5 ft. 7 in. in circumference, or 2 ft. 9½ in. when flattened out.

Upholstered Seats.—Queen Chair Co., Thomasville, N. C., wants to correspond with manufacturers of upholstered Morris-chair seats or cushions.

Vats.—Magnolia Canning Co., Magnolia, Ark., wants prices on vats.

Vault.—Davis Thorn, W. P. Hawley and A. F. Wysong, committee, Bluefield, W. Va., will receive bids until January 30 for furnishing materials and constructing fireproof vault for records of Mercer County Court in accordance with plans and specifications on file at County Clerk's office and at office of A. F. Wysong, architect, Princeton, W. Va.

## INDUSTRIAL NEWS OF INTEREST

### Rolling-Mill Sale.

On February 24 the rolling mill of the Sheffield Rolling Mill Co. will be offered for sale. Particulars can be obtained by addressing J. W. Worthington, trustee, Sheffield, Ala.

### Knitting Mill for Sale.

The Roanoke Knitting Mills will be offered for sale on March 2, including lands, buildings, machinery, etc. A statement of details can be obtained by addressing S. R. Price, trustee, Roanoke, Va.

### Chair Factory for Sale.

A Southern chair factory, completely equipped with modern machinery and located where plenty of timber can be obtained, will be offered at public sale on February 12. For full details address H. B. Allen, Wadesboro, N. C.

### The Cleveland Iron Works Co.

The Zeman Iron Works Co. announces its change of title to the Cleveland Iron Works Co., with offices and factory at 6824 Union avenue, Cleveland, Ohio. The new company is prepared to promptly execute orders for structural and ornamental iron and wire work.

### Wagner Electric at Charlotte, N. C.

The Wagner Electric Manufacturing Co., St. Louis, Mo., has established sales offices in The Trust Building, Charlotte, N. C. This office will assist the company's other Southern branch, at Atlanta, Ga., in meeting the demands of the South for Wagner electrical apparatus.

### Government Metal-Work Contract.

The Virginia Metal Manufacturing Co. of Portsmouth, Va., has received contract for the general sheet-metal work on the double set of officers' quarters in the Marine Barracks Reservation of the Norfolk Navy-yard, the work being well under way. R. H. Richardson & Son of Hampton, Va., are the general contractors.

### Fire-Hose Sales.

The Eureka Fire Hose Manufacturing Co., 13 Barclay St., New York, has received contracts from Buffalo, N. Y., for 5000 feet of 2½-inch Eureka hose and 1000 feet of 3½-inch Eureka hose; from Jersey City, N. J., 1950 feet of 2½-inch Eureka hose; all four-ply; manufactured for high-pressure pipe-line service under the new improvement.

### Typewriters and Supplies.

The Nicholson Typewriter Exchange, 14 St. Paul St., Baltimore, Md., holds an extensive line of new, rebuilt and second-hand typewriters. This company recently moved into its new store in the business district. Its stock includes all models and makes of machines and supplies, including ribbons, note-books, white and carbon paper and mimeographs.

### Davey's Friction and Trunk Boards.

One of the oldest manufacturing enterprises of New Jersey is the establishment of Messrs. W. O. Davey & Sons, Summit and Laidlaw Aves., Jersey City. This firm was established 75 years ago, and manufactures friction boards, trunk boards, bookbinders' boards, tar-mill boards, pattern boards and similar supplies, besides oakum. Davey's friction boards are used especially in saw-mill and other machinery where there is an automatic carriage; the friction board develops the necessary friction, causing the car-

riple to return to its original position after it has carried the logs through the saw.

Davey's products are used largely in the South through dealers, including the Smith-Courtney Company of Richmond, Va.; the Bailey-Lebby Company of Charleston, S. C., and others.

Water-works.—City of Hartshorne, Okla., will ask bids on sewer construction material; O'Neil Engineering Co., Dallas, Texas, engineer.

Water-works.—Council of Faunsdale, Ala., contemplates installation of water-works and electric-light plant. Contractors or manufacturers interested address all communications to Siddons Stollenwerck, Town Clerk.

Water-works Equipment.—Howard Butt, 121 Sayre St., Montgomery, Ala., wants to correspond with manufacturers of water-works equipment.

Water-power Equipment.—See "Electric-light Plant."

Water-works.—See "Flume Construction."

Well Drilling.—P. A. Agelasto, Box 246, Norfolk, Va., wants literature on artesian wells and names and addresses of contractors for driving wells.

Wire Machinery.—See "Fly-screen Machinery."

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## PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

This list includes only items containing specifications for bids. Many additional opportunities for construction and machinery contracts can be noted in the Construction Department.

\* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids.  
(When date is  
not given it has  
not been fixed.)

## BRIDGES, CULVERTS, VIADUCTS.

Jan.	Mar. 4	Feb. 1	Feb. 2	Feb. 6	Feb. 1
Mena, Ark.....	*Six Steel Bridges, Abbeville, S. C.....	*Culverts, Barton Heights, Va.....	Concrete Viaduct, Houston, Texas.....	Five Bridges, Dallas, Texas.....	*Six Bridges, Paris, Ark.....
	*Iron Bridge, Batesville, Miss.....	*Bridges, Spartanburg, S. C.....	*River Bridge, Cuero, Texas.....	*Wooden Bridge, Meridian, Miss.....	

## ELECTRIC LIGHT AND POWER PLANTS.

*Bristol, Tenn.....	*Chillicothe, Mo.....	*Norcross, Ga.....	*Water-power-electric Development, White Spring, Fla.....	*Bradshaw Cooperage Co., Burkeville, Va.....	*City of Kiowa, Okla.....	*City of Terrell, Texas.....	*Municipal Plant, Terrell, Texas.....	*Park Lighting System, Baltimore, Md.....	*Municipal Plant, Houma, La.....
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## MISCELLANEOUS CONSTRUCTION WORK.

*Levee Work, Waco, Texas.....	Wharves, New Orleans, La.....	*Heating Plant, Sumter, S. C.....	*Drainage Ditches, Velasco, Texas.....	*Drainage System, Fayette, Miss.....
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## ROAD AND STREET IMPROVEMENTS.

*Vitrified Brick, etc., Ashland, Ky.....	Vitrified Brick, Ada, Okla.....	Macadam Roads, Durham, N. C.....	Brick Paving, etc., Clinton, Mo.....	Boulevard, Anniston, Ala.....	Street Improvements, St. Louis, Mo.....	Asphalt, etc., Dallas, Texas.....	*Concrete Sidewalks, Lake Village, Ark.....	*Concrete Sidewalks, Houma, La.....	*Macadam Road, Mooresville, N. C.....	*Bitulithic, etc., New Orleans, La.....	*Vitrified Brick, Chattanooga, Tenn.....	*Pave, etc., Dallas, Texas.....	*Pave, etc., Greenwood, S. C.....	*Concrete and Macadam, Oxford, Miss.....
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## SEWER CONSTRUCTION.

*Sanitary Sewers, Winston, N. C.....	*Drainage, etc., San Antonio, Texas.....	Sewer System Surveys, Clinton, S. C.....	Municipal System, Seymour, Texas.....	Sewers, Park, Tenn.....	Sanitary Sewer, Oklahoma City, Okla.....	District Sewers, Park, Tenn.....	Storm Drainage, Mobile, Ala.....	*Sanitary System, Purcell, Okla.....	*Tanks and Tower, Baltimore, Md.....	Municipal System, Clearwater, Fla.....	*Storm Sewer, Vicksburg, Miss.....	*Sanitary Sewers, Baltimore, Md.....	*Sewers, Louisville, Ky.....	*Sanitary Sewers, Greymont, Ala.....	*Sewers, Atlanta, Ga.....
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## WATER-WORKS.

*System, Marcelline, Mo.....	*Municipal System, Uniontown, Ky.....	Municipal System, Osceola, Ark.....	Municipal System, Seymour, Texas.....	Water Mains, Huntsville, Ala.....	*Municipal Plant, Daytona, Fla.....	*City of Kiowa, Okla.....	*Municipal System, Hugo, Okla.....	*Pipelining, Eldorado, Ark.....	Municipal System, Clearwater, Fla.....	*Flume or Conduit, Richmond, Va.....
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## APARTMENT-HOUSES.

Herbert E. Green, Baltimore, Md.....	Tampa, Fla.....
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## BANK AND OFFICE BUILDINGS.

National City Bank, Birmingham, Ala.....	First National Bank, Coeburn, Va.....	Middletown Savings Bank, Middletown, Md.....	C. P. McKinney, Ripley, Tenn.....	Manhattan Sav. Bank & Trust Co., Memphis, Tenn.....	Southern Life Insurance Co., Fayette, N. C.....	First National Bank, Hendersonville, N. C.....	Whitney Central National Bank, New Orleans, La.....	Guarantee Trust & Banking Co., Atlanta, Ga.....	Franklin Savings Bank, Frederick, Md.....	First National Bank, Roanoke, Va.....	P. H. Swearingen, San Antonio, Texas.....
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Date to open bids.  
(When date is  
not given it has  
not been fixed.)

## APARTMENT-HOUSES.

Harbour & Bass, Oklahoma City, Okla.....	First National Bank, Prestonburg, Ky.....	Union Bank & Trust Co., Nashville, Tenn.....
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## CHURCHES.

First Baptist Church, Paris, Ky.....	Hopkinsville, Ky.....
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## CHURCHES.

Green Cove Springs, Fla.....	Presbyterian Church, Whitman, Ga.....	Gillespie Avenue Baptist Church, Knoxville, Tenn.....	Conway, Ark.....	Presbyterian Church, Gainesville, Texas.....	M. E. Church, Okmulgee, Okla.....	Baptist Church; \$50,000; Birmingham, Ala.....	First Presbyterian Church, Chattanooga, Tenn.....	Baptist Church, Mobile, Ala.....	Kaufman, Texas.....	Montevallo, Ala.....
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## COURTHOUSES.

Martinsburg, W. Va.....	Additions, Towson, Md.....	Fitzgerald, Ga.....	Remodeling; \$75,000; Nashville, Tenn.....	Boone County; \$35,000; Harrison, Ark.....	Remodeling; \$20,000; Christiansburg, Va.....	Stanford, Ky.....	Annex; Welch, W. Va.....	Remodeling, Christiansburg, Va.....
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## GOVERNMENT AND STATE BUILDINGS.

U. S. Postoffice, Fayetteville, Ark.....	Barracks, Fort Moultrie, S. C.....	U. S. Postoffice, San Antonio, Texas.....	Three Hospital Buildings, Morgantown, N. C.....	U. S. Postoffice, Salisbury, N. C.....	Stable, Fort Myer, Va.....	U. S. Postoffice, Greenville, Miss.....	Officers' Quarters, Fortress Monroe, Va.....	U. S. Postoffice, Roanoke, Va.....	U. S. Postoffice, Gadsden, Ala.....	U. S. Weather Bureau, Abilene, Texas.....
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## HOTELS.

Coleman-Fulton Pasture Co., Gregory, Texas.....	Beeville, Texas.....	Corpus Christi, Texas.....	El Reno, Okla.....
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## MISCELLANEOUS STRUCTURES.

Infirmaries, Catlettsburg, Ky.....	County Home, Independence, Mo.....	Jail, Waycross, Ga.....	Clubhouse, Harrisburg, Texas.....	Jail, Fitzgerald, Ga.....	Plans only, Orphanage, Winston-Salem, N. C.....	Jail, Fitzgerald, Ga.....	Jail, Madisonville, Tenn.....	Jail, Tallulah, La.....	Pythian Home, Lexington, Ky.....	Hospital, Nashville, Tenn.....
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## MUNICIPAL BUILDINGS.

City Stockade, Tampa, Fla.....	Police Station, Anacostia, D. C.....	Comfort Station, St. Louis, Mo.....	City Hall, etc., Nacogdoches, Texas.....	Hall and Hospital, Shawnee, Okla.....
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## SCHOOLS.

Nixon, Texas.....	Hartshorne, Okla.....	College Building, Stillwater, Okla.....	Moorhead, Miss.....	Thomas, Ga.....	Williamsburg, Ky.....	Plans and Bids, Midland, Texas.....	St. Augustine, Fla.....	State Normal School, Weatherford, Okla.....	Richmond, Ky.....	Port Arthur, Texas.....	Shawnee, Okla.....	Raleigh, N. C.....	Thomson, Ga.....	Athens, Tenn.....	Marlow, Okla.....	Weatherford, Okla.....
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## THEATERS.

Dugan & Nephew, Baltimore, Md.....
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## WAREHOUSES.

State Warehouse, Baltimore, Md.....	Reinforced Concrete Structure, New Orleans, La.....	Cost \$25,000; Dallas, Texas.....
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[Continued from Page 64.]

the Greenville & Knoxville Railway. Particulars can be obtained by addressing W. H. Patterson, 231 Candler Bldg., Atlanta, Ga.

## Druid Oak Belting.

The Druid Oak Belting Co., Baltimore, Md., incorporated last October with a capital stock of \$30,000. It took over the Kelley-Staley Belting Co., and is now located in its

new building, 101-103 Balderston street. Sherlock Swann is president; James F. Kelley, vice-president; Harry C. Staley, secretary, and Robert B. Deford, treasurer. These, with A. S. H. Post, are the directors. The company's new plant is four stories high, is equipped with modern machinery, offices and store on first floor; in rear is the curing department; second floor is for storage of leather and a cutting department; belt de-

partment is on third floor, and on fourth floor the leather is stuffed, stretched and jacked. Besides regular leather belting, waterproof and acidproof belting will be made, and the company expects to develop a large business in currying for other belt manufacturers.

#### Henry Souther, Consulting Engineer.

Supplementing its established testing department, the Standard Roller Bearing Co. of Philadelphia has secured Henry Souther of Hartford, Conn., to devote a large part of his time to its interests as consulting engineer. Mr. Souther's services have recently been employed to some extent by this company in this direction, and the above arrangement is the outcome of the satisfactory results obtained in the betterment of its product.

#### The Hadsel Concrete Mixers.

Prior to January 1 the Hadsel concrete mixers were manufactured by the Kingston Manufacturing Co., and the Keystone Engineering Co. held the exclusive selling agency. Announcement is made that these manufacturing and selling interests have been consolidated, W. E. Straw becoming president and general manager and P. G. Rimmer vice-president and sales manager of the Kingston Manufacturing Co., which will in future both manufacture and sell the Hadsel concrete mixers.

#### Ice and Refrigerating Plants.

Continued activity is noticed in the demand for ice and refrigerating equipment. This demand is being met by prominent manufacturers, among whom may be mentioned the York Manufacturing Co. of York, Pa. The company's list of recent sales include 100-ton ice plant, Buffalo, N. Y.; 125-ton refrigerating machine, condensers, etc., Toronto, Canada; 50-ton ice plant, Brooklyn, N. Y.; 20-ton ice plant, Statesboro, Ga.; 150-ton ice plant, Brooklyn, N. Y.; 60-ton ice plant, Hutchinson, Kans.; 20-ton refrigerating plant, Ione, Cal.; 50-ton refrigerating plant, Texas City, Texas; 50-ton ice plant, Smyrna, Turkey, and others.

#### Demand for Carthage Limestone.

The Carthage Superior Limestone Co., Carthage, Mo., had a satisfactory year during 1908. It was successful in securing a contract for \$10,000 worth of cut-stone work for a church in Webb City, Mo.; this job required a shipment of 23 cars. Another order was for the Elks' Club at Fort Smith, Ark., while another was for a brick church at Monett, Mo., where the foundations and the stone trim were of the Carthage stone. The company also secured the order for the stone work in the postoffice at Nevada, Mo. This building will be of brick and terra-cotta, to cost about \$75,000, the contractor being J. A. Daly. This is a case where the Government specifications calling for granite and requiring that the stone be on its natural bed were altered so as to permit of the use of Carthage stone. This stone costs less than granite and is said to have a resistance of over 16,000 pounds per square inch on edge. The Carthage Superior Limestone Co. has added a new department, and is now cutting and finishing stone ready to be set in the wall.

#### Refrigerating Plants in the South.

As indicating how the refrigeration idea is progressing in the South, it is interesting to note that many plants have lately been completed or contracted for. Plants have been installed in Texas for the following: Rotan Grocery Co., Waco; C. G. Hartnutt, Weatherford; Walker-Smith, Brownwood; Shumacher Grocery Co., La Grange; Taylor Produce Co., Taylor; Nacogdoches Grocery Co., Nacogdoches; S. B. Howard, Bonham, and others. These plants were equipped with machinery manufactured by the Frick Company of Waynesboro, Pa., the contracts being awarded through Morris & Co. of Dallas, Texas. O. J. Morris, senior member of the firm, has been with the Frick Company many years, and for a long time represented it through a branch office at Dallas. He has established a New Orleans office at 1033 Malson Blanch, and is associated with Edwin B. Marks, until recently engineer of the Bedell Iron Works, New Orleans. Morris & Co. will act as consulting, constructing and refrigerating engineers, besides undertaking to build power plants. They will represent the Frick Company and make a specialty of cold-storage and refrigerating equipments for wholesale grocers and produce dealers. Morris & Co. have just closed a contract with the Crescent City Stockyards & Slaughter-House Co. for a 150-ton tandem compound refrigerating machine, equipped with a compound Corliss engine. The Frick Company's list of recent sales include 25-ton ice plant, Altoona, Pa.;

25-ton refrigerating compression side, Jackson, Mo.; 30-ton ice plant, Waurika, Okla.; 24-ton refrigerating compression side for lard refinery, El Paso; 50-ton refrigerating compression side for packing-house, Allegheny, Pa.; 25-ton ice plant, Fairmont, W. Va.; 12-ton ice plant, Parker, Ariz., etc.

#### TRADE LITERATURE.

##### Erwood Swing-Gate Valve.

An important improvement in gate valves is offered by Walch & Wyeth, 87 Lake St., Chicago. This firm is distributing an illustrated leaflet to describe the Erwood straight-way swing-gate valve (patented), in which are included original features in valve construction and productive of results. The valve is understood to be an embodiment of the features of a gate and a check valve in one, and capable of performing not only the functions of either, but offering a wide range of adaptability and application. Engineers, manufacturers and others interested in improvements in valves should not fail to investigate the Erwood valve.

##### Shelby Steel Tubes.

"Shelby Tubes and Their Making" is the title of an interesting publication now being distributed. This book presents a complete description of the modern method of making seamless steel tubing, and it is fully illustrated by photographic views especially taken to show the different processes of manufacture. It shows clearly the principal operations through which a billet of open-hearth steel passes on its way to becoming a seamless cold-drawn steel tube. It is believed that the description will make apparent the eminent fitness of Shelby seamless tubing for numerous mechanical operations and purposes, from the light, strong frame of a bicycle to the front axle of a touring car. An interesting portion of the Shelby book is the concise treatise telling of the history of tubing and its introduction and the various methods which have been employed in its manufacture. Shelby cold-drawn seamless tubes are manufactured by the National Tube Co., Frick Bldg., Pittsburg, Pa., which offers to send a copy of the book to persons engaged in the mechanical or machinery line whose business indicates a legitimate use for the publication.

##### Portland Cement on the Farm.

One of the most interesting undertakings of the Association of American Portland Cement Manufacturers is indicated in its Bulletin No. 20, which deals with the uses of cement for the practical man in everyday work as a substitute for the older building materials. The purpose of the bulletin is to instruct the individual user who wants to take advantage of the utility of Portland-cement concrete and yet has not the time to obtain a technical knowledge of the subject. The bulletin tells him what concrete is, how it can be made, and what he must not do if he is to meet with success. The descriptive data throughout is so simple and yet so thorough in all details that it can be readily understood by anyone. Moreover, the reader is carried through the process of making the concrete by numerous illustrations showing each step, so that it would not be possible for him to err. This is one of the most effective publications sent out by the association, as it will be the means of conveying information that is much desired by those who want to use cement but do not know how to do so. The bulletin was written by Percy H. Wilson, secretary of the association, and Clifford W. Gaylord. Copies will be sent upon request.

#### FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

##### Review of the Baltimore Market.

###### Office MANUFACTURERS' RECORD.

Baltimore, Md., January 27.

There was only a moderate amount of business in the Baltimore stock market during the past week, but the demand for investment securities continues good.

In the trading United Railways common, trust certificates, sold at 10; the income bonds from 51 to 51½; the funding 5s from 78½ to 78¾; do. scrip, 78½ to 78¾; United 4s, 85½ to 85¾; United Light & Power 4½s, 94¼; Consolidated Gas, Electric Light & Power common, 35 to 32; do. preferred, 70½ to 78; Consolidated Gas 6s, 102¾; do. 5s, 111½; do. 4½s, 94¼ to 94½; Seaboard Company com-

mon, 13½; do. second preferred, 24; Seaboard 4s, 64½ to 65¾; do. three-year 5s, 95¾ to 96¼; do. 10-year 5s, 96¼ to 97; Consolidated Cotton Duck common, 6¾; Mt. Vernon-Woodberry Cotton Duck 5s, 79¾ to 79¾; G. B. S. Brewing firsts, 44½.

Bank stocks sold as follows: First National, 139½; Mechanics', 28; Marine, 41; Union, 120; Merchants', 169.

Maryland Casualty was traded in at 80; Maryland Trust, 66 to 65; Mercantile Trust, 140 to 138½; Fidelity & Deposit, 149 to 150; Continental Trust, 195.

Other securities sold thus: Northern Central Railway stock, 108 to 106; Alabama Consolidated Coal & Iron preferred, 75; Anacostia & Potomac 5s, 103¾; do. guaranteed, 104½; Atlantic Coast Line of Connecticut 5-20s, 85½; Newport News & Old Point 5s, 91; Baltimore City 3½s, 1940, 100¼; do. do. 1980, 94¾; Western Maryland Railroad stock, 11 to 11½; Consolidation Coal, 94½; Houston Oil common, 9 to 10, reacting to 9½; Baltimore, Sparrows Point & Chesapeake 4½s, 94¾; Georgia, Carolina & Northern 5s, 104½ to 105; Western Maryland first 4s, 85½ to 84½; Atlantic Coast Line new 4s, certificates, 80½ to 81; Atlantic Coast Line of South Carolina 4s, 98¾; Atlantic Coast Line of Connecticut 5s, certificates, 101; Georgia Southern & Florida 5s, 109 to 109½; Memphis Street Railway 5s, 95½; Metropolitan (Washington) 5s, 113 to 113½; Baltimore Electric 5s, stamped, 87; Baltimore Traction (North Baltimore Division) 5s, 114½; North Carolina 4s, 1910, 90¾; Atlantic Coast Line 4s, 97½ to 97¾; Charleston & Western Carolina 5s, 108¾ to 108¾; Georgia & Alabama consolidated 5s, 102¾ to 103; West Virginia Central 6s, 103; Baltimore City 4s, 1925, 105; Atlantic Coast Line of Connecticut 4s, certificates, 80½; Wilmington, Columbia & Augusta 6s, 103; Baltimore Traction 5s, 112½; Columbia & Greenville 6s, 109¾; Norfolk Railway & Light 5s, 96; City & Suburban (Washington) 5s, 106.

#### SECURITIES AT BALTIMORE.

##### Last Quotations for the Week Ended January 27, 1909.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line 1st 4s, 1902	100	245	249
Georgia South. & Fla. 1st Pfd. 100	100	21½	22
Georgia South. & Fla. 1st Pfd. 100	100	95½	96
Georgia South. & Fla. 2d Pfd. 100	100	67	70
Norfolk Railway & Light	25	19	19
Seaboard Co. Com.	100	13	14
Seaboard Co. 2d Pfd.	100	24	25
United Rys. & Elec. Co.	50	94½	100
Western Maryland	50	104	114

##### Bank Stocks.

Commonwealth Bank	50	88	100
Citizens' National Bank	10	38	40
Com. & Far. White Ctrs.	100	110	110
Com. & Far. Blue Ctrs.	100	100	110
Far. & Mer. National Bank	40	48½	50
First National Bank	100	139	140
Maryland National Bank	20	19	19
Merchants' National Bank	100	169	170
National Bank of Baltimore	100	121	121
National Exchange Bank	100	160	165
National Marine Bank	30	40	43
National Mechanics' Bank	10	28	28
National Union Bank of Md.	100	120	120
Old Town Bank	10	11	11
Taird National Bank	100	115	115
Western National Bank	20	36½	36½

##### Trust, Fidelity and Casualty Stocks.

American Bond Co.	25	49	55
Balto. Trust & Guar.	100	295	295
Colonial Trust	50	27½	28½
Continental Trust	100	195	195
Fidelity & Deposit	50	149½	150
Fidelity Trust	100	201	206
International	100	185	190
Maryland Casualty	25	85	85
Maryland Trust	100	63	66
Maryland Trust Pfd.	100	93	94½
Merc. Trust & Deposit	50	139½	139½
Union Trust	50	64	67

##### Miscellaneous Stocks.

Ala. Con. Coal & Iron	100	30	38
Ala. Con. Coal & Iron Pfd.	100	70	80
Con. Cotton Duck Com.	100	70	78
Con. Cotton Duck Pfd.	50	23	25
Con. Gas, Elec. Lt. & P. Com.	100	32	32
Con. Gas, Elec. Lt. & P. Pfd.	100	78	83
Consolidation Coal	100	90¾	92¾
G. B. S. Brewing Co.	100	2½	3½
George's Creek Coal	100	82	85
Mer. & Miners' Trans. Co.	100	70	74

##### Railroad Bonds.

Atlanta & Charlotte Ext. 4½s	90	90	90
Atlantic Coast Line 1st 4s, 1902	97½	97½	97½
Atlantic C. L. New 4s, Cfs.	80¾	80¾	80¾
Atlantic C. L. Com. 4s, Cfs.	86	87½	87½
Atlantic C. L. (Conn.) 5s, Cfs.	100	106	106
Atlantic C. L. (S. C.) 4s, 1908	99	99½	99½
Balto. & Harrisburg Ext. 5s, 1908	105	105	105
Carolina Central 4s, 1903	92½	92½	92½
Charleston & West. Car. 5s, 1906	108½	109	109
Charlotte, Col. & Aug. 1st 5s, 1910	109	109	109
Col. & Green. 1st 6s, 1916	109½	110	110
Florida Southern 4s, 1900	92	93½	93½
Georgia & Ala. 5s, 1913	103	103½	103½
Georgia, Car. & North. 1st 5s, 1929	104½	106	106
Georgia Pacific 1st 6s, 1922	115	116½	116½
Georgia South. & Fla. 1st 5s, 1945	93	95	95
Maryland & Pennsylvania 4s, 1951	109	109	109
Petersburg Class A 5s, 1926	109	109	109
Piedmont & Cum. 1st 5s, 1911	100	100	100
Potomac Valley 1st 5s, 1941	106	108	108
Richmond & Danv. Gold 6s, 1915	110	110	110
Savannah, Fla. & West. 5s, 1934	112	112	112
Seaboard Air Line 4s, 1950	65½	65½	65½
Seaboard Air Line 5s, 10-year, 1911	97	97	97

Seaboard Air Line 5s, 3-year	96	96½
Southern Ry. Con. 5s, 1904	111½	111½
Virginia Midland 5th 5s, 1926	105	105
Western Maryland 4s, 1962	84½	84½
Western Maryland 2d 4s	65	65
W. Va. Cont. 1st 6s, 1911	103	103½
Wil. Col. & Aug. 6s, 1910	102¾	104
Wilmington & Wel. Gold 5s, 1935	111½	115

##### Street Railway Bonds.

Anacostia & Potomac 5s, 1949	103¾	103¾
Anacostia & Potomac 5s, Gtd.	104	105
Augusta Ry. & Elec. 5s, 1940	101	101½
Baltimore City Passenger 5s, 1911	101½	101½
Balto. Spar. Pt. & Ches. 4½s	94½	94½
Balt. Trac. (N. Balt. Div.) 5s, 1942	113½	114½
Central Ry. Con. 5s (Balt.), 1903	91	92
Charleston Con. Elec. 5s, 1909	80¼	90
City & Suburban 5s (Wash.), 1948	105	106
Knoxville Trac. 1st 5s, 1928	104	104
Memphis St. Ry.	55	96
Lexington Ry. 1st 5s, 1949	94	97
Maryland Elec. Rys. 5s	94	94
Metropolitan 5s (Wash.), 1925	112¾	114
Newport News & Old Pt. 5s, 1938	91	92
Norfolk Ry. & Lt. 5s	95	96
Norfolk St. Ry. 5s, 1944	106	106½
United Rys. 1st 4s, 1949	85	85½
United Rys. Inc. 4s, 1949	51	51½

##### Miscellaneous Bonds.

Atlanta Gas 1st 5s, 1947	101	101
Baltimore Electric 5s	86½	87
Consolidated Gas 6s, 1910	102¾	102¾
Consolidated Gas 5s, 1929	111½	111½
Consolidated Gas 4½s	94	94½
Con. Gas, Elec. Lt. & Power 4½s	84	85
Fairmont Coal 1st 5s	83½	95
G. B. S. Brewing 1st 4s	44½	45
G. B. S. Brewing Inc. 4s	14	16
Maryland Telephone 5s	85	96½
Mt. Vernon-Woodby Cot. Duck 5s	79½	80
United Elec. Lt. & Power 4½s	94	94½

#### SOUTHERN COTTON-MILL STOCKS.

##### Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending January 25.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	82
Alken Mfg. Co. (S. C.)	80	85
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	90	94
Arkwright Mills (S. C.)	100	116
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	115	125
Belton Mills (S. C.)	115	120
Bibb Mfg. Co. (Ga.)	114	114
Brandon Mills (S. C.)	135	135
Cabarrus Cotton Mills (N. C.)	120	130
Chadwick-Hoskins Mfg. Co. (N. C.)	90	100
Chadwick-Hoskins Mills Co. (N. C.)	100	100
Chilquola Mfg. Co. (S. C.)	128	128
Clifton Mfg. Co. (S. C.)	100	106
Clifton Mfg. Co. (S. C.) Pfd.	99	101
Clinton Cotton Mills (S. C.)	120	120
Columbus Mfg. Co. (Ga.)	98	98
Courtenay Mfg. Co. (S. C.)	96	96
Dallas Mfg. Co. (Ala.)	95	95
Darlington Mfg. Co. (S. C.)	70	76
Dayton Mills (S. C.)	100	100
East & Phenix Mills (Ga.)	121	121
Easley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	69	73
Enoree Mfg. Co. (S. C.) Pfd.	100	100
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	240
Gaffney Mfg. Co. (S. C.)	65	70
Gainesville Cotton Mills (Ga.)	48	48
Granby Cot. Mills (S. C.) 1st Pfd.	45	45
Granville Mfg. Co. (S. C.)	155	160
Greenwood Cotton Mills (S. C.)	110	115
Grendel Mills (S. C.)	114	115
Henrietta Mills (N. C.)	100	105
King Mfg. Co., John P. (Ga.)	96	100
Lancaster Cotton Mills (S. C.)	125	146
Lancaster Cot. Mills (S. C.) Pfd.	91	96
Langley Mfg. Co. (S. C.)	93	93
Laurens Cotton Mills (S. C.)	145	145
Limestone Mills (S. C.)	140	140
Lockhart Mills (S. C.)	50	50
Lockhart Mills (S. C.) Pfd.	90	96
Loray Mills (N. C.)	90	92
Marlboro Cotton Mills (S. C.)	75	76½
Mayo Mills (N. C.)	165	185
Mills Mfg. Co. (S. C.)	103½	103½
Mills Mfg. Co. (S. C.) Pfd.	109	109
Monaghan Mills (S. C.)	110	116
Monarch Cotton Mills (S. C.)	100	102
Newberry Cotton Mills (S. C.)	115	120
Norris Cotton Mills (S. C.)	110	120
Olympia Cot. Mills (S. C.) 1st Pfd.	70	80
Orangeburg Mfg. Co. (S. C.) Pfd.	80	98
Orr Cotton Mills (S. C.)	105	108
Pacolet Mfg. Co. (S. C.)	135	135
Pacolet Mfg. Co. (S. C.) Pfd.	99	100
Pelzer Mfg. Co. (S. C.)	160	160
Piedmont Mfg. Co. (S. C.)	175	175
Poe Mfg. Co. (S. C.)	130	135
Richland Cot. Mills (S. C.) Pfd.	100	100
Raleigh Cotton Mills (N. C.)	100	100
Ronoake Mills (N. C.)	168	168
Saxon Mills (S. C.)	122	125
Sibley Mfg. Co. (Ga.)	62½	62½
Spartan Mills (S. C.)	132	136
Springstein Mills (S. C.)	100	100
Tucupau Mills (S. C.)	200	200
Union Mfg. Co. (S. C.)	140	140
Union-Buffalo Mills (S. C.) 1st Pfd.	58½	60
Victor Mfg. Co. (S. C.)	120	125
Warren Mfg. Co. (S. C.)	92	93
Warren Mfg. Co. (S. C.) Pfd.	100	100
Washington Mills (Va.)	25	31
Washington Mills (Va.) Pfd.	110	120
Whitney Mfg. Co. (S. C.)	140	140
Wilmington Mills (S. C.)	101	106</



Courtenay Mfg. Co. (S. C.).....	97
Dallas Mfg. Co. (Ala.).....	96
Darlington Mfg. Co. (S. C.).....	79
Converse Co. (S. C.).....	112
Drayton Mills (S. C.).....	100
Eagle & Phoenix Mills (Ga.).....	130
Eastley Cotton Mills (S. C.).....	145
Enoree Mfg. Co. (S. C.).....	69
Enoree Mfg. Co. (S. C.) Pfd.....	100
Enterprise Mfg. Co. (Ga.).....	83
Exposition Cotton Mills (Ga.).....	240
Gaffney Mfg. Co. (S. C.).....	67
Gainesville Cotton Mills (Ga.).....	55
Granby Cot. Mills (S. C.) 1st Pfd.....	45
Graniteville Mfg. Co. (S. C.).....	160
Greenwood Cotton Mills (S. C.).....	65
Grendel Mills (S. C.).....	109
Hartsville Cotton Mill (S. C.).....	125
Henrietta Mills (N. C.).....	160
Inman Mills (S. C.).....	105
Lancaster Cotton Mills (S. C.).....	110
Lancaster Cot. Mills (S. C.) Pfd.....	91
Laurens Mills (S. C.).....	91
Laurens Mills (S. C.) Pfd.....	148
Limestone Mills (S. C.).....	141
Lockhart Mills (S. C.).....	77
Lockhart Mills (S. C.) Pfd.....	95
Loray Cotton Mills (N. C.) Pfd.....	90
Marlboro Cotton Mills (S. C.).....	80
Mills Mfg. Co. (S. C.).....	100
Molokoh Mfg. Co. (S. C.).....	95
Monaghan Mills (S. C.).....	115
Monarch Cotton Mills (S. C.).....	39
Newberry Cotton Mills (S. C.).....	145
Ninety-Six Cotton Mills (S. C.).....	115
Norris Cotton Mills (S. C.).....	120
Odell Mfg. Co. (N. C.).....	90
Olympia Cotton Mills (S. C.).....	68
Orr Cotton Mills (S. C.).....	104
Pacolet Mfg. Co. (S. C.).....	160
Pelzer Mfg. Co. (S. C.) Pfd.....	97
Piedmont Mfg. Co. (S. C.).....	168
Poe Mfg. Co. (S. C.).....	125
Poe Mfg. Co. (S. C.) Pfd.....	125
Saxon Mills (S. C.).....	122
Sibley Mfg. Co. (Ga.).....	62
Spartan Mills (S. C.).....	130
Trion Mfg. Co. (Ga.).....	132
Tucapau Mills (S. C.).....	210
Union-Buffalo (S. C.) 1st Pfd.....	60
Victor Mfg. Co. (S. C.).....	122
Warren Mfg. Co. (S. C.).....	92
Warren Mfg. Co. (S. C.) Pfd.....	100
Washington Mills (Va.).....	25
Washington Mills (Va.) Pfd.....	100
Whitney Mfg. Co. (S. C.).....	140
Wiscasset Mills (N. C.).....	125
Woodruff Cotton Mills (S. C.).....	122
Woodside Cotton Mills (S. C.).....	103
Watts Mills (S. C.).....	90
Williamston Mills (S. C.).....	101

### Financial Review for 1909.

A "Financial Review," issued annually by Mackubin, Goodrich & Co., bankers, 110 East German street, Baltimore, has been published for 1909, covering the year 1908. It includes the Baltimore and New York stock markets, giving the high, low and last quotations for the last year (as well as the high and low for 1907) of all stocks and bonds traded in on the Baltimore and New York stock exchanges. The high, low and last prices of the New York curb market for 1908 are also given. It furthermore presents Baltimore city's financial statement and the rule for the investment of trust funds adopted by the courts of Baltimore.

### Condition of Mississippi Banks.

E. J. Smith, auditor of public accounts of the State of Mississippi, has compiled in pamphlet form the statements of 323 State and 28 national banks in that Commonwealth as reported at the close of business November 27. The national banks show resources of \$21,221,685; their loans and discounts amounted to \$10,109,406; individual deposits, \$10,965,552; capital paid in, \$3,380,000; surplus, \$1,275,799; undivided profits, less expenses and taxes, \$536,787. The State and national banks together show total resources, \$84,741,188; loans and discounts, \$49,719,698; individual deposits, \$46,391,148; capital paid in, \$15,932,475; surplus, \$3,872,940; undivided profits, \$2,745,809.

### New Corporations.

Alto, Texas.—The Continental State Bank of Alto, it is reported, is the new name of the Continental Bank & Trust Co. The directors are J. G. Wilkerson, president; A. C. Harrison, vice-president; Gus Rounsaville, cashier; J. E. Willis and M. J. Hogan.

Alvord, Texas.—The Alvord State Bank is reported to have succeeded the Alvord National Bank. J. L. Harris is president and C. F. O'Toole cashier.

Atlanta, Ga.—The Cherokee Insurance Co. of Atlanta, a mutual company, has been chartered by Paul C. Jack of Carrollton, E. C. Lester, M. C. Morris and F. A. Johnson of Atlanta, M. M. Jack of

Dalton and Robert B. Cuthbert of Rome, Ga.

Big Springs, Texas.—The First State Bank of Big Springs has been chartered; capital stock \$35,000; C. D. Read, A. B. Jones, T. S. Currie and others are the incorporators.

Blossom, Texas.—The First State Bank is reported being organized by J. Williams and others.

Birmingham, Ala.—Citizens of Woodlawn in meeting appointed a committee to organize a bank with \$50,000 capital. The committee are Charles Burris, E. Brewer and W. F. Carter. Others interested are E. L. Edmondson, J. B. Burris and W. E. Perryman, besides Scott Williams of Cincinnati.

Bowling Green, Ky.—The Potter-Matlock Trust Co. is reported organized with \$50,000 capital stock paid in. It will, it is further reported, take over the trust and real-estate business of the Potter-Matlock Bank & Trust Co., which recently applied to become a national bank.

Buchanan, Ga.—Reported that application will be made to charter a new bank in Buchanan with \$15,000 capital subscribed. The incorporators are J. G. Holcombe, S. W. Strickland, J. L. Eaves, J. W. White, H. N. Lasseter, Joel Phillips, J. A. Rowell, J. S. Edwards and others.

Camak, Ga.—The Bank of Camak, it is reported, is being organized.

Chandler, Okla.—The First State Bank has been authorized to begin business; capital \$15,000. Chas. A. Tilghman is president; F. A. Ashton, vice-president, and F. W. Clegg is cashier.

Cheraw, S. C.—The First National Bank of Cheraw has been approved; capital \$25,000. The organizers are Edward McIver, Cheraw, S. C.; William Godfrey, Henry Jackson, J. T. Ladd and T. M. Knight.

Chillicothe, Texas.—The First State Bank of Chillicothe, Texas, capital \$20,000, has filed charter. G. A. Ayers, R. A. Morgan, A. C. Hale and others are the incorporators.

Dallas, Texas.—Trinity National Bank is the name adopted for the new bank being organized in Dallas; capital \$600,000. Application has been made to the Comptroller of the Currency. Office to be at 295 Main street, an equipped banking building. Directors are J. B. Wilson, R. H. Stewart, A. Silberstein, G. H. Schoellkopf, Guy Sumpter, Rhodes S. Baker and J. Howard Ardrey. Officers not yet chosen.

Earle, Ark.—The First National Bank of Earle has been authorized to begin business; capital \$30,000; officers, C. T. Whitman, president; M. T. Boone, vice-president; H. A. Morrison, cashier; Albert Horner, assistant cashier. This is a conversion of the Bank of Earle.

Fayette, Ala.—The Fayette County Bank is reported incorporated with paid-in capital of \$15,000 and authorized capital \$25,000. The stockholders are R. P. Caine, president; E. H. Smith, vice-president; E. P. Cox, cashier; E. E. Thomason, assistant cashier; W. H. Terry, C. A. Beasley, E. P. Goodwin, T. H. Robertson and Gus T. Brannon. Messrs. Brannon and Smith are of Birmingham; the others of Fayette.

Frankfort, Ky.—Local capitalists have, it is reported, organized a new bank for the South Side; capital \$50,000. Officers are reported to be: President, O. H. Skiles of Mt. Eden, Ky.; cashier, John Holmhuber of Pekin, Ill.

Frankston, Texas.—The First State Bank of Frankston, Anderson county, capital \$15,000, has been chartered. The incorporators are G. W. Riddle, J. P. Robinson, Jr., and B. C. Cely.

Gainesville, Texas.—The German-American State Bank will, it is reported,

soon be established in Gainesville. T. R. H. Smith, president; A. Grube, vice-president. Cashier not yet announced.

Kilmarnock, Va.—The State Bank & Trust Co. of Kilmarnock, capital \$50,000, is reported to be a reincorporation of the Kilmarnock Bank. The new directors are Joseph B. Cralle, president; L. E. Mumford, first vice-president; Dr. B. H. B. Hubbard, second vice-president; Walter E. Hathaway, William G. Beane, R. O. Norris, Jr., W. A. Eubank and W. A. Dameron.

Jacksonville, Fla.—The Boyd Investment Co. has published its charter; capital \$50,000; business, real estate and mortgages. The incorporators are George M. Boyd, president; John E. Boyd, vice-president, both of Jacksonville, Fla.; Louise B. McIver and T. F. McCall, Jr., of Moultrie, Ga., the latter being secretary.

Laurel, Miss.—The Farmers and Traders' Bank, capital \$50,000, has made application for a charter. The incorporators are T. B. Bonner, John Blackledge, N. L. Pearson, Sr., M. P. Bush, Sr., E. Ulmer, K. C. Hall, F. A. Tate and B. F. Ferrill.

Lumberton, N. C.—The Independent Mutual Life Insurance Co. of Lumberton is reported chartered by A. P. Caldwell, M. N. Floyd, C. H. Morrow, T. A. Norment, A. T. Parmele, R. M. Norment, W. J. Prevatt, J. S. Prevatt and A. W. Prevatt.

Olive Hill, Ky.—Reported the Imperial Bank, recently organized, will open for business about February 1 with W. J. Rice as cashier.

Maiden, N. C.—Reported that the Bank of Maiden has been organized by electing J. L. Cromer, president; L. A. Carpenter, vice-president; B. M. Spratt, Jr., cashier.

New Orleans, La.—The Quedada Company, Ltd., has been chartered with \$20,000 capital to conduct a mortgage and loan business in connection with real and personal property. The directors are William T. Doswell, president; Hugh Leslie Bobb, secretary, and James Temple Doswell.

Paraloma, Ark.—The Bank of Paraloma has been incorporated with \$25,000 capital, of which \$5000 is paid in. The incorporators are W. H. Cannon, W. H. Rivers, J. D. Moore, C. W. Dodson, M. L. Stanley, J. W. Cooper, F. S. Stephens, C. C. Henderson, J. M. Matthews, William Schirmer, J. C. Ball, B. F. Johnson, J. E. Gold, J. L. Rinder, E. Hodge and J. W. Bishop.

Rome, Ga.—The American Bank & Trust Co. has begun business; capital \$500,000. George D. Pollock is president.

Salisaw, Okla.—The Farmers' State Bank is reported to have begun business; capital \$10,000; A. W. Dunlap, president; B. W. Hines, vice-president; C. E. Loges, cashier.

St. Augustine, Fla.—The Commercial Bank of St. Augustine will, it is reported, begin business February 1. Dr. Horace Linsley is president.

Springdale, Ark.—The Fruit Exchange Bank will, it is reported, be established in Springdale and begin business April 1; capital \$50,000. L. D. Petross is named for president, and Charles Jarvis, secretary and treasurer.

Statesville, N. C.—The Commercial National Bank is reported to have elected M. K. Steele, president; Eugene Morrison, vice-president; D. M. Ausley, cashier, and G. E. Hughey, assistant cashier. It is expected to start business about February 1; capital \$100,000; surplus \$25,000.

St. Louis, Mo.—Southern States Trust Co. of St. Louis reported chartered with \$500,000 authorized capital. Incorporators are J. A. Germany and T. B. Meeks of Grand Saline, Texas; James H. Quinn,

C. C. Quinlan and John B. Christensen of St. Louis. Mr. Meeks will be president.

St. Louis, Mo.—The Mortgage Guarantee Co. of St. Louis, lately incorporated with \$500,000 capital, will have offices in the Pierce Building. It has organized thus: Tom W. Bennett, president; Mayor Rolla Wells, first vice-president; Fred G. Zeibig, second vice-president; Lawrence Kennaird, secretary. The directors, besides the officers, are A. L. Shapleigh, J. D. P. Francis, H. B. Collins, Aaron Fuller, George W. Niedringhaus, Dwight F. Davis, W. Julius Polk and Richard T. Shelton.

Sweetwater, Texas.—The Farmers & Merchants' State Bank & Trust Co. is reported to be the new name of the Farmers and Merchants' Bank; capital, formerly \$25,000, is now \$75,000. The directors are R. L. McCaulley, president; E. F. Daniel, cashier; J. T. Haley, trust officer; S. W. Crutcher, R. C. Crane, E. Z. Linn, E. Bradford, O. Harris and J. V. W. Holmes.

Van Horn, Texas.—Reported that the Van Horn State Bank has been organized with \$25,000 capital by A. and G. H. Cox, Mrs. L. J. Hall, J. Y. Canon, H. W. Gillis, R. Durrill and W. R. Bingham.

Waco, Texas.—Southern Union Life Insurance Co. charter approved; capital \$250,000. Life and accident insurance. The incorporators are M. Barges, H. B. Mistrot, James L. Mistrot, A. W. Koch, A. A. Olive, J. D. Williamson and A. C. Prendergast.

Wewoka, Okla.—The Seminole County Abstract Co. of Wewoka has been chartered; capital \$5000; directors, W. A. Jennings of Oklahoma City, Dan R. Fraser, D. W. Jennings, B. H. McGlassen and H. E. Kanaga, all of Wewoka.

Williamson, W. Va.—The Valley Investment Co., capital \$25,000, has been incorporated by John A. Sheppard, Wells Goodykoontz, Harry Scherr, Rosa L. Wall and Viola Stuffer, all of Williamson.

Wylam, Ala.—The Bank of Ensley, Ala., is reported to have opened its new branch at Wylam. Albert Spencer is local manager.

### New Securities.

Abbeville, S. C.—The MANUFACTURERS' RECORD is officially informed that the Legislature has been petitioned to authorize a \$20,000 bond issue for school building. J. L. McMillan is Mayor, and Dr. F. E. Harrison is chairman of the School Board.

Ada, Okla.—Reports state that on December 21 the Thos. J. Bolger Company of Chicago was awarded \$82,000 of 5 per cent. 20-year bonds.

Ardmore, Okla.—Reported that application will be made to the Mayor by the School Board asking for an election to vote on \$100,000 of high-school bonds.

Ashburn, Ga.—The city recently voted \$55,000 of water-works, electric-light and school bonds.

Atlanta, Ga.—An ordinance has been introduced in the City Council fixing April 7 for the election to vote on \$2,000,000 of 4½ per cent. bonds, of which \$1,000,000 will be for sewers, \$500,000 for water-works and \$500,000 for schools. An amendment for \$500,000 additional for a municipal lighting plant was also referred to the finance committee.

Auburn, Ala.—The water-works and sewer bonds recently voted are 30-year 5 per cents, and amount to \$12,000. It is stated they will be offered in February or March.

Beaumont, Texas.—Bids will be received by the City Council from February 1 until March 2 for \$50,000 of 5 per cent. wharf bonds. J. G. Sutton is city secretary.

Bessemer, Ala.—The Town Council of

Jonesboro is reported to have called an election for March 15 to vote on \$30,000 of school bonds.

Blacksburg, S. C.—Bids will be received by M. H. Morrow, chairman of the Board of Public Works, until 10 A. M. February 10 for \$15,000 of 5 per cent. 20-year improvement bonds.

Brookhaven, Miss.—Notice is reported given that the city will issue \$15,000 of 5½ per cent. 20-year school building and improvement bonds.

Bryan, Texas.—An election is to be held, it is stated, to vote on \$75,000 of water-works, light and sewerage bonds. The MANUFACTURERS' RECORD is later informed that election will be held March 2. J. T. Maloney is Mayor.

Canton, Mo.—Bids will be received until 8 P. M. February 1 for \$15,000 of 5 per cent. 19-year building and improvement bonds. D. M. Bradshaw is city clerk.

Chattanooga, Tenn.—The Court of Hamilton County is reported to have resolved to petition the Legislature for authority to issue \$150,000 of 4 per cent. 20-year county school bonds.

Clarksville, Tenn.—An ordinance has been passed authorizing the sale of \$31,500 of 4½ per cent. 20-year bonds to refund the city water-works bonds. Bids will be received until February 10.

Cleburne, Texas.—An issue of \$1996 of 5 per cent. 20-40-year Cleburne bridge and City Hall bonds is reported approved.

Columbia, S. C.—Col. James Cosgrove of Charleston has, it is reported, prepared a bill before the Legislature for an issue of \$2,500,000 of bonds for roads, of which \$250,000 shall be spent annually.

Columbus, Ga.—The Columbus Board of Trade has resolved to issue \$7000 of 6 per cent. 10-year bonds to fund a mortgage. L. H. Chappell is chairman of the building committee.

Corinth, Miss.—Bids will be received by Benj. R. Warriner, city clerk, until February 1 for \$8000 of 5 per cent. 5-20-year funding bonds.

Coweta, Okla.—Uland Sutherland, Kansas City, Mo., is said to be the purchaser of the \$28,000 of 6 per cent. 25-year water-works bonds. A previous report gave the amount as \$30,000.

Culpeper, Va.—The Board of Supervisors of Culpeper county has decided to issue \$45,000 of 5 per cent. road bonds for Stevensburg district, in accordance with the election held June 19 last, and \$25,000 will be immediately issued. Bids are being received until noon January 26. W. E. Coons is clerk.

Daytona, Fla.—The Wm. R. Compton Bond & Mortgage Co. of St. Louis is reported to have purchased at 101.53 and accrued interest the \$50,000 of 5 per cent. 30-year water-works bonds.

Denison, Texas.—The issue of \$50,000 of 5 per cent. 20-year water improvement bonds was carried at the special election.

Dustin, Okla.—R. J. Edwards of Oklahoma City is reported to have purchased \$12,000 of Dustin school district (Hughes county) bonds.

East Spencer, P. O. Spencer, N. C.—A bill is to be introduced in the Legislature, it is stated, asking authority to issue \$25,000 of water and light bonds.

Elberton, Ga.—An election is to be held February 16 to vote on \$35,000 of 5 per cent. school-building bonds and \$5000 of 5 per cent. electric-light bonds.

Elgin, Texas.—Reported that the city will vote on January 26 upon an issue of \$30,000 of 5 per cent. 40-year water-works bonds.

Ennis, Texas.—The \$13,000 of water-works bonds were voted at the special election last week.

Franklin, Ky.—Bids will be received until 11 o'clock March 1 for \$20,000 of 5 per cent. sewer bonds in denominations of

\$500 each. E. R. Biggs and P. E. Lewis are the committee.

Gadsden, Ala.—It appears that the City Council has postponed for several months the reception of bids for about \$47,000 of refunding bonds because it was found that the bonds to be retired do not mature until September 1, instead of March 1.

Galveston, Texas.—A bill is reported introduced in the Legislature to authorize the city of Galveston to issue \$125,000 of bonds for grade raising.

Giddings, Texas.—An issue of \$1200 5 per cent. 15-20-year Lee county district schoolhouse bonds is reported approved.

Graymont, Ala., P. O. Birmingham.—An election will be held February 15 to vote on \$10,000 of school and \$10,000 of sewer extension 5 per cent. bonds, 20 years. W. A. Lester is Mayor. Erroneously reported last week as in West Virginia.

Greensboro, N. C.—The Security Trust Co. of Spartanburg, S. C., is reported to have been awarded the \$55,000 of 5 per cent. Guilford county highway bonds at its bid of \$60,537.40.

Greensboro, N. C.—The Board of Aldermen is reported to have authorized the sale of \$30,000 of 5 per cent. 30-year public school bonds. Bids will be received by the board until February 12.

Guthrie, Okla.—It is now stated that the \$150,000 of 5 per cent. convention hall construction bonds recently reported sold were purchased by the Manhattan Construction Co. and H. M. Fielding, contractors, at par.

Granbury, Texas.—On January 2 Hood county voted \$20,000 of bridge bonds.

Green Cove Springs, Fla.—M. W. Griffin, clerk, writes the MANUFACTURERS' RECORD confirming the report that an election will be held in Clay county February 16 to decide the question of issuing road bonds.

Hannibal, Mo.—The MANUFACTURERS' RECORD is officially informed that the \$75,000 of City Hall bonds were voted at the special election January 14, but that details for their issue will require several weeks. A. Scheineman is city clerk.

Honey Grove, Texas.—The City Council is reported to have ordered an election February 24 on a proposed issue of \$7000 of street-improvement bonds.

Houston, Texas.—Reported that arrangements are being made to issue \$40,000 of bonds of the Brunner-Chaneyville independent school district to provide water and light service. J. W. Pruet, D. F. Rowe, W. K. Millsaps and George F. Link are said to be interested.

Jeanerette, La.—Reports state that Cutter, Waller & May of Chicago are offering for sale \$23,000 of 5 per cent. 10-year school-building bonds.

Knoxville, Tenn.—An ordinance has been prepared authorizing the issue of \$5288.65 improvement bonds of district No. 26. John M. Brooks is Mayor.

Knoxville, Tenn.—Application is to be made to the Legislature for authority to issue bonds to retire \$275,000 of Atlanta, Knoxville & Northern Railroad bonds due in 1910.

Knoxville, Tenn.—The city is reported to have sold bonds issued by 11 improvement districts to the companies which will do paving therein as follows: R. S. Blome Company of Chicago, four districts; Barber Asphalt Paving Co., three districts; Southern Bitulithic Co., one district; Southern Paving Construction Co., three districts. All bonds sold for par and interest.

Knoxville, Tenn.—An ordinance has been prepared authorizing an issue of \$24,855.95 of 6 per cent. certificates to be used in settlement of the amount due the Southern Improvement Bitulithic Co. for work done upon improvement district No. 14.

Latonia, Ky.—Contractors are reported to have purchased at par \$3700 of 6 per cent. 5-10-year street and sidewalk bonds.

Louisiana, Mo.—Reported that bids will be received by F. A. Claus, chairman of the City Council, until 7 P. M. January 29 for \$50,000 of 4 per cent. 20-year refunding bonds.

McAlester, Okla.—At a special election the city voted to issue \$203,000 of improvement bonds.

McMinnville, Tenn.—A bill has been introduced in the Legislature, it is stated, for a bond issue to liquidate Warren county bridge debt.

Memphis, Mo.—On January 26 an election will be held to vote on \$22,500 of independent school district building and improvement bonds.

Memphis, Tenn.—Reported that a bill will be introduced in the Legislature to authorize the issue of \$500,000 school bonds.

Meridian, Miss.—An ordinance has been passed to hold an election by petition to vote on \$250,000 of water-works purchase bonds, the interest of which shall not be more than 6 per cent. J. W. Parker is Mayor and C. W. O'Leary is city clerk.

Montgomery, Ala.—On December 14 the city voted \$140,000 of public school, \$25,000 of sewerage extension, \$50,000 of hospital, \$10,000 of wharf and storehouse and \$25,000 of water-works improvement 5 per cent. 30-year bonds.

Mt. Pleasant, Tenn.—A committee has been appointed to prepare three bills for introduction in the Legislature to authorize bond issues for new water-works, sewerage system and electric plant. The total will be \$150,000. G. W. Killebrew is chairman.

Nashville, Tenn.—Bills reported introduced in the Legislature authorizing Davidson county to issue \$250,000 of 5 per cent. bridge bonds; also to issue bonds for a State fair.

Newbern, N. C.—Bids will be received until noon February 1 for \$50,000 of 5 per cent. 30-year street-paving bonds. F. T. Patterson is city clerk.

Oklahoma City, Okla.—The Farmers' State Bank of Oklahoma City has been awarded \$130,000 of 4½ per cent. school bonds at a premium of \$3919.

Oklahoma City, Okla.—It is proposed to vote on February 10 upon an issue of \$400,000 of park bonds. The Council also has before it propositions to issue \$150,000 of water-main bonds, \$200,000 for sewers, \$100,000 for fire department and \$35,000 for a new jail.

Opelousas, La.—The Board of Aldermen, it is reported, has recommended the issue of bonds thus: \$35,000 for electric-light and water-plant improvement; \$5000 for extension of light and water service; \$21,200 for two primary schools; \$6000 for fire-alarm system; total \$67,200.

Palestine, Texas.—A movement is under way by the Farmers' Union to have Anderson county issue 4½ per cent. bonds for road and bridge improvements. The Commissioners' Court has the matter under consideration.

Prince George, Va.—Reported that an issue of road bonds is being considered by Prince George county. The county clerk at Prince George C. H. can probably give information.

Pulaski, Tenn.—A bill before the Legislature is to authorize Giles county to issue \$100,000 of courthouse bonds.

Richmond, Va.—The proposed issue of \$300,000 of highway bonds by this (Henrico) county was defeated at the election just held.

Richmond, Va.—The court of Henrico county has authorized the town of Burton Heights to hold a special election February 23 to vote on \$15,000 of bonds for completing water and sewer system.

Rockingham, N. C.—G. Edwards & Sons of St. Louis are reported to have been awarded at 100.81 the \$15,000 of 30-year Marks Creek township good-roads bonds offered January 4.

Samson, Ala.—The MANUFACTURERS' RECORD is informed that Mayor W. J. Gresham of Samson, Ala., and Howard Butt, engineer, 121 Sayre street, Montgomery, Ala., desire to sell \$25,000 water and light bonds.

Sanford, N. C.—MacDonald, McCoy & Co. of Chicago are reported to have purchased \$40,000 of 5 per cent. Lee county bonds. These securities, it is said, take the place of the \$40,000 of 5 per cent. 30-year courthouse and jail construction bonds awarded last June to C. A. Webb & Co. of Asheville, which deal was never closed.

San Marcos, Texas.—J. R. Porter, Mayor, informs the MANUFACTURERS' RECORD that an election will be held April 6 to vote on \$5000 of street bonds.

Seguin, Texas.—The \$20,000 of 4 per cent. 5-30-year Guadalupe county road bonds has been approved.

Shawnee, Okla.—The \$195,000 of improvement bonds reported sold were purchased by John Nuveen & Co. of Chicago.

Spartanburg, S. C.—A citizens' meeting has adopted a resolution calling upon the Spartanburg delegation in the Legislature to introduce a bill for an issue of \$400,000 of bonds for road building in Spartanburg county.

St. Matthews, S. C.—Reported that the Legislature will be requested to authorize the issue by the town of St. Matthews and Orangeburg county of \$50,000 of bonds for courthouse and jail, a vote to be taken by the people.

St. Matthews, S. C.—Reported that \$10,000 of schoolhouse bonds are being offered for sale.

Stillwater, Okla.—Bids will be received until 7 P. M. February 1 by W. B. Swinford, city treasurer, for \$10,000 of 5 per cent. 20-year school bonds.

Temple, Texas.—After a mass-meeting of citizens in favor of street paving the City Council, it is reported, ordered the preparation of an ordinance for an election by the people on March 1 for an issue of \$50,000 of street-paving bonds.

Troy, Mo.—An election has been called for January 26 to vote on \$20,000 of county farm bonds to be issued by Lincoln county.

Tuscumbia, Ala.—The Bank of Commerce & Trust Co. of Memphis is reported to have purchased the \$25,000 of 5 per cent. 10-year Colbert county courthouse repair bonds.

Vicksburg, Miss.—Reported that bids will be received until noon on February 12 for 5 per cent. bonds of Warren county, thus: \$14,500 for Big Black River bridge; \$16,500 for Clay street extension road. J. D. Laughlin is county clerk at Vicksburg.

Wilburton, Okla.—The question of issuing \$50,000 of high-school bonds is reported under consideration.

Bids will be received by the City Council of Beaumont, Texas, from February 1 until March 2 for \$50,000 of 5 per cent. wharf bonds. Further particulars will be found in the advertising columns.

#### Financial Notes.

The Southern States Trust Co. of Columbia, S. C., the MANUFACTURERS' RECORD is informed, has decided to open branch offices in Atlanta, Ga., and Jacksonville, Fla. The office in Atlanta is at 910 and 911 Candler Building, and in Jacksonville at 15 Blum Building, on West Forsyth street. Charles S. Barrett is president and Eugene Cousins is cashier.



